

Intimations.

Powell's

ALEXANDRA

BUILDINGS,

Des Vaux Road.

JUST

RECEIVED.

LADIES'

BATHING

COSTUMES,

Comfortable,

Durable,

and
Dainty.

BATHING

CAPS,

\$1

EACH.

SPECIAL

NAVY

SERGES

for

BATHING

COSTUMES,

(Guaranteed fast dye)

\$1.25

per yard.

W.M. POWELL,

LTD.,

Alexandra Buildings,

HONGKONG.

Hongkong, 18th May, 1906.

Intimations.

K. A. J. CHOTIRMALL & CO.,
8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese

Silk Piece Goods,

Silver Wares,

Rare Embroideries,

Grass Cloths,

&c., &c.,

SUITABLE BOTH FOR

LADIES AND GENTLEMEN.

Ladies' Blouses.

AND

Gentlemen's Pyjamas

SUITS SPECIALITY.

Prices exceptionally cheap.

Inspection earnestly solicited.
Hongkong, 4th May, 1906. [530]

BANK HOLIDAY.

IN accordance with Government Notification No. 423 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business TO-MORROW, the 24th instant, VICTORIA DAY.
Hongkong, 23rd May, 1906. [532]FIRE INSURANCE ASSOCIATION
OF HONGKONG.NOTICE is hereby given that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business TO-MORROW, the 24th instant, VICTORIA DAY.
By Order, A. R. LOWE,
Secretary.
Hongkong, 23rd May, 1906. [537]THE "STAR" FERRY COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the EIGHTH ANNUAL ORDINARY MEETING of the Company will be held at the City Hall, on WEDNESDAY, the 30th instant, at 10.15 a.m. for the purpose of receiving the Report of the Directors, together with a Statement of Accounts to 30th April, 1906.
The REGISTER OF SHARES will be CLOSED from WEDNESDAY, the 23rd instant, to WEDNESDAY, the 30th instant, both days inclusive.
EDWARD OSBORNE,
Secretary.
Hongkong, 21st May, 1906. [533]

THE NEW THERAPY REMEDY:

TRADE MARK

This successful and popular remedy, used in the Continental Hospitals, is a most reliable and effective medicine for the treatment of all the diseases of the skin, and is especially adapted for the treatment of the following diseases: Eczema, Psoriasis, Scabies, etc.

THERAPION No. 1 is a most reliable and effective medicine for the treatment of all the diseases of the skin, and is especially adapted for the treatment of the following diseases: Eczema, Psoriasis, Scabies, etc.

THERAPION No. 2 is a most reliable and effective medicine for the treatment of all the diseases of the skin, and is especially adapted for the treatment of the following diseases: Eczema, Psoriasis, Scabies, etc.

THERAPION No. 3 is a most reliable and effective medicine for the treatment of all the diseases of the skin, and is especially adapted for the treatment of the following diseases: Eczema, Psoriasis, Scabies, etc.

THERAPION No. 4 is a most reliable and effective medicine for the treatment of all the diseases of the skin, and is especially adapted for the treatment of the following diseases: Eczema, Psoriasis, Scabies, etc.

THERAPION No. 5 is a most reliable and effective medicine for the treatment of all the diseases of the skin, and is especially adapted for the treatment of the following diseases: Eczema, Psoriasis, Scabies, etc.

THERAPION No. 6 is a most reliable and effective medicine for the treatment of all the diseases of the skin, and is especially adapted for the treatment of the following diseases: Eczema, Psoriasis, Scabies, etc.

THERAPION No. 7 is a most reliable and effective medicine for the treatment of all the diseases of the skin, and is especially adapted for the treatment of the following diseases: Eczema, Psoriasis, Scabies, etc.

THERAPION No. 8 is a most reliable and effective medicine for the treatment of all the diseases of the skin, and is especially adapted for the treatment of the following diseases: Eczema, Psoriasis, Scabies, etc.

THERAPION No. 9 is a most reliable and effective medicine for the treatment of all the diseases of the skin, and is especially adapted for the treatment of the following diseases: Eczema, Psoriasis, Scabies, etc.

THERAPION No. 10 is a most reliable and effective medicine for the treatment of all the diseases of the skin, and is especially adapted for the treatment of the following diseases: Eczema, Psoriasis, Scabies, etc.

THERAPION No. 11 is a most reliable and effective medicine for the treatment of all the diseases of the skin, and is especially adapted for the treatment of the following diseases: Eczema, Psoriasis, Scabies, etc.

THERAPION No. 12 is a most reliable and effective medicine for the treatment of all the diseases of the skin, and is especially adapted for the treatment of the following diseases: Eczema, Psoriasis, Scabies, etc.

THERAPION No. 13 is a most reliable and effective medicine for the treatment of all the diseases of the skin, and is especially adapted for the treatment of the following diseases: Eczema, Psoriasis, Scabies, etc.

THERAPION No. 14 is a most reliable and effective medicine for the treatment of all the diseases of the skin, and is especially adapted for the treatment of the following diseases: Eczema, Psoriasis, Scabies, etc.

THERAPION No. 15 is a most reliable and effective medicine for the treatment of all the diseases of the skin, and is especially adapted for the treatment of the following diseases: Eczema, Psoriasis, Scabies, etc.

THERAPION No. 16 is a most reliable and effective medicine for the treatment of all the diseases of the skin, and is especially adapted for the treatment of the following diseases: Eczema, Psoriasis, Scabies, etc.

THERAPION No. 17 is a most reliable and effective medicine for the treatment of all the diseases of the skin, and is especially adapted for the treatment of the following diseases: Eczema, Psoriasis, Scabies, etc.

THERAPION No. 18 is a most reliable and effective medicine for the treatment of all the diseases of the skin, and is especially adapted for the treatment of the following diseases: Eczema, Psoriasis, Scabies, etc.

THERAPION No. 19 is a most reliable and effective medicine for the treatment of all the diseases of the skin, and is especially adapted for the treatment of the following diseases: Eczema, Psoriasis, Scabies, etc.

THERAPION No. 20 is a most reliable and effective medicine for the treatment of all the diseases of the skin, and is especially adapted for the treatment of the following diseases: Eczema, Psoriasis, Scabies, etc.

THERAPION No. 21 is a most reliable and effective medicine for the treatment of all the diseases of the skin, and is especially adapted for the treatment of the following diseases: Eczema, Psoriasis, Scabies, etc.

THERAPION No. 22 is a most reliable and effective medicine for the treatment of all the diseases of the skin, and is especially adapted for the treatment of the following diseases: Eczema, Psoriasis, Scabies, etc.

THERAPION No. 23 is a most reliable and effective medicine for the treatment of all the diseases of the skin, and is especially adapted for the treatment of the following diseases: Eczema, Psoriasis, Scabies, etc.

Auctions.

E. R.
PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

ON

MONDAY,

the 28th May, 1906, at 11 A.M., at

ARMY ORDNANCE STORES,

Queen's Road East,

THE FOLLOWING

GOVERNMENT STORES

at the ARSENAL YARD:—

AXLETTREES, BOLTS AND NUTS, IRON SAFES, PORTABLE MAGAZINES, WHEELS, COPPER SCALES, VICES, LEATHER STRAPS, OLD IRON, GUN-METAL, COPPER, WHITE METAL, ZINC, STEEL, CAST, WROUGHT AND GALVANIZED IRON, LEATHER, BLANKETS, TENT DUCK, TARKED AND PLAIN CANVAS, ROPE, DUNLOP HUNTING, WOOLLEN RAGS, OLD WOOL, IRON DRUMS AND CYLINDERS, PAINT KEGS, PACKING CASES, &c., &c., &c.
A large quantity of OLD BRASS.

ALSO

A quantity of Old and Part Worn CLOTHING.

Catalogues can be had at the Ordnance Office or from the Auctioneers.

TERMS OF SALE:—Cash on delivery. All

faults and errors of description at purchasers' risk, on the fall of the hammer.

All lots to be cleared within 48 hours.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 19th May, 1906. [531]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

ON

TUESDAY AND WEDNESDAY,

the 29th and 30th May, 1906, at 10 A.M. each

day, at H. M. NAVAL YARD,

SUNDRY NAVAL, VICTUALLING,

OBSOLETE AND CONDEMNED

STORES,

Comprising:—

OLD STEEL WIRE ROPE, REFRIGERATING MACHINE, BOAT'S ENGINES AND BOILERS, CHAIN CABLE AND GEAR, ELECTRIC CABLE, STEEL WIRE HAWERS, OLD BRASS AND IRON, RIVETS, LOAM, CARPETTUFF, CANVAS, PROVISIONS, IMPLEMENTS, CASES, AND GASKETS, CLOTHING MATERIALS, BLANKETS, OFFICERS' MESS TRAPS AND TOBACCO.

Catalogues may be had on application.

TERMS OF SALE:—As customary.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 16th May, 1906. [535]

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE.

MR. GEO. H. LAMMERT has been

PUBLIC AUCTION,

ON

TUESDAY,

the 29th day of May, 1906, at 3 P.M., at his

Sales Rooms, Duddell Street, Victoria,

IN ONE LOT.

The VALUABLE LEASEHOLD PROPERTY registered in the Land Office as SECTION D OF INLAND LOT No. 585 with the Messing and Building thereon, known as No. 11, SEYMOUR ROAD, held under a Crown Lease dated the 14th December, 1890, for a term of 999 years. Proportion of Crown Rent payable \$1.60.

For further particulars, apply to—

Messrs. EWENS, HARSTON & HARDING,

Alexandra Buildings,

Vendor's Solicitors,

or to

The Auctioneer.

Hongkong, 21st May, 1906. [534]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

THURSDAY,

the 14th June, 1906, at 11 A.M., at the Hong-

kong and Kowloon Wharf and Godown

Company's premises, Kowloon,

COMPLETE CEMENT FACTORY.

Originally intended to be put up as the Kwantung Cement Factory, but landed in

proprietor Mr. Hereditary Honorary

Citizen Anatoly Charlampiewich Tet-

jukow of Saigrajewo.

The Plant of this Cement Factory, which

has been fitted out with the latest technical

inventions for manufacturing Cement, by the

dry system, consists among others of:—

LOCOMOTIVES (Wolf, Magdeburg),

MILLING MACHINES (Smidt, Copenhagen),

COOLING INSTALLATIONS (Atlas Fabr.),

ELECTRICAL (Allg. Elec. Comp.),

TRUCKS, &c. (Ureinstein & Koppel),

&c., &c., &c.

All in all the whole plant is very nearly the

same as the Factory Kjaksdorff, near Malmo

in Sweden.

Specifications of the Machines and acces-

sories as well as any further information may

be obtained from—

SIEMSEN & CO.,

Hamburg & Hongkong,

and

LAWYER BURNOFF,

in St. Petersburg, Wassili Ostrow,

4 Linie, Haus No. 5,

as well as from the Auctioneers,

Messrs. HUGHES & HOUGH.

Hongkong, 1st May, 1906. [518]

COLD STORAGE.

THE HONGKONG ICE COMPANY

LTD. have now 40,000 Cubic feet of

COLD STORAGE available at EAST POINT.

Stores will be Open at 10 A.M. and 4 P.M.

daily, Sunday excepted, to receive and deliver

perishable goods.

WM. PARLANE,

Manager.

Hongkong, 22nd June, 1905. [521]

ROMANCE OF FRISCO.

CITY THAT THE "GOLD RUSH" MADE.

San Francisco, the ninth city in size in the United States and the metropolis of California and of the Pacific coast, is situated on the end of a peninsula, which has the Pacific Ocean on one side, and the Bay of San Francisco on the other. The width of this tongue of land within the city limits is about six miles, and its whole length about 26 miles.

Important changes in form of government, the coming of additional transcontinental railways, the Oriental outlook, caused by the control of the Philippine Islands by the United States, the increased trade with China, Japan, and the islands of the Pacific, caused a remarkable development during the last years of the nineteenth century.

THE GOLD RUSH.

In the early part of 1849 the inhabitants numbered about 2,000; but at the end of the same year, owing to the gold rush, the number had increased to 20,000. From 1830, when the first figures are obtainable, the increase has been phenomenal, as the following figures show: 1830 200; 1849 2,000; 1850 34,000; 1856 57,000; 1870 150,000; 1880 230,000; 1885 234,000; 1890 299,000; 1900 341,000. To-day the population is estimated to be about half a million. Suburban communities have grown up about the city in mushroom fashion, and electric and steam railways and ferries bring these into close communication with the city. There are in the city over 140 miles of electric railways, 77 miles of cable roads, 12 miles of the steam system, and 10 miles of horse railways.

The steep hills caused the invention in San Francisco of the cable railway, now used in many cities of the world.

Market-st., which has practically been wiped out, is the artery from which diverge all the principal streets. It is, or rather, was, paved with bituminous rock.

The city has 195 miles of paved streets, and 305 miles of sewers. In remarking on the fact that in the early days the number of wooden dwellings was considerable, the "Encyclopedia Britannica" adds, a little precipitately, that "builders are no longer hampered by the fear of earthquakes."

"BOSS" RULE.

After many years of notorious "Boss" rule, the city in 1896 elected a reform mayor. This was the most important movement for good government in the history of the city since the vigilance committee of 1850. The city's control is centralized, giving more power to the mayor.

The city is connected with the eastern states by three overland railways, the Central Pacific, the Southern Pacific, and the Atchafalpa, Topeka, and Santa Fé routes. Besides these, it has traffic connections with three big Transcontinental roads.

The original site of San Francisco was so uninviting that many of the pioneers doubted if a place of much importance could ever spring up there. The hills, Russian-hill, Telegraph-hill, and many others, were barren and precipitous, and the interspaces, especially on the westerly side, were made up largely of shifting sand-dunes.

The city is situated on the commercial

metropolis of the Pacific coast, and the

Straits of Carquinez, it was evident that no

other place within easy distance from the ocean

possessed so many advantages for the site of a

city as this barren peninsula.

GOLDEN GATE.

The Bay of San Francisco is reached from the ocean through the Golden Gate, a strait about five miles long, and averaging one mile in width. This great inland water is well sheltered, and is, for the most part, navigable by the largest craft. Within the decade from 1890 to 1900, the Golden Gate was fortified in the most approved modern manner. Within the bay several islands are also strongly fortified.

The presidio, or fortified settlement of San Francisco, was founded on 17th Sept., 1776, and the mission, San Francisco de los Dolores, in the following October. In 1830, the population of the presidio consisted of about 50 Spanish soldiers and officers; these, added to the mission, made an aggregate population of about 200. In the summer of 1846 an American man-of-war took possession of the place. The first Legislature of California granted a charter to San Francisco on 1 May, 1850.

CITY OF WOODEN BUILDINGS.

Within a few months of the establishment of municipal government the city suffered severely on more than one occasion from fire. The fire of May, 1850, destroyed property to the value of about \$250,000; another, in the following month, was still more destructive—\$200,000; and the damage resulting from a third in September was estimated at \$400,000. These disasters naturally led to the employment of more substantial building material, granite being imported from China for some buildings, and iron and brick being used for others; but to this day nearly all the private dwellings of the city are of wood.

Throughout a considerable part of the city the streets are laid out in rectangular form, and nowhere with any reference to the natural elevations. The most important business thoroughfare is, as has been stated, the ill-fated Market-st., which extends from the water front at the ferry landings to the hills on the west, a distance of three miles or more. Many of the big streets are still paved with cobble stones, and basalt rocks, but of recent years asphalt, on a stone or concrete foundation, has begun to be used. The greatest attraction in the city is the Golden Gate park of 1,050 acres, having the ocean for its extreme westerly boundary. The greater part of this area was formerly a shifting sand dune.

ITS COSMOPOLITAN CHARACTER.

The City is of a peculiarly cosmopolitan character; more so, in fact, than any other city in the United States. In 1900, when the population was 343,000, 17,000 were foreign-born. The Chinese population was then estimated at 25,000. Not the least remarkable feature of San Francisco is the Chinese quarter, which lies between Stockton, Sacramento, Kearney (one of the streets which has fared the worst), and Pacific streets, and consists mainly of tall tenement buildings, divided by narrow alleys, and swarming with occupants.

San Francisco is one of the wealthiest cities of the world. Its City Hall, which is now in ruins, cost nearly four million dollars, and there are an extraordinary number of mammoth hotels. In one part of the city significantly known as Nob Hill, numerous millionaire mining and railroad magnates reside in palatial buildings, standing in beautifully wooded grounds. Besides its vast mining interests, the city ranks third among the ports of the Union in the total value of its foreign commerce, which amounted to about \$50,000,000.

Morning Leader.

To Let.

TO LET.

TWO GODOWNS at East Point, close to the Water, suitable for the storage of any Cargo.

Floor Area 6,100 square feet each.

Apply to—

JARDINE, MATHESON & Co.,

Hongkong, 20th January, 1906. [147]

TO LET.

"HAYTOR," THE PEAK.

Immediate Possession.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 17th March, 1906. [363]

TO LET.

NO. 15, KNUTSFORD TERRACE,

KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 30th December, 1905. [74]

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy

Town.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 27th June, 1905. [73]

TO LET.

OFFICES in KING'S BUILDING and YORK

BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Con-

duit Road.

A HOUSE in RIFON TERRACE.

Intimations.



ESTABLISHED A.D. 1841.

A. S. WATSON & CO.,
LIMITED.WINE AND SPIRIT MERCHANTS,
ALEXANDRA BUILDINGS.SCOTCH
WHISKIES.
GREAT REDUCTION
IN
PRICES.From this date the prices of our popular
brands of SCOTCH WHISKIES will be as
under:—

	Per Case of 12 bot.
A. THORNES BLEND.....	\$11.00
B. GLENORCHY BLEND (A Fine Soda Whisky)	11.40
C. ABERLOUR-GLENLIVET (A Fine Peaty Flavoured Whisky) ..	12.50
D. H.K.D. BLEND of the Finest Old Malt Scotch Whiskies ...	14.00
E. BLEND. The popular Whisky in the Far East	15.00

The above prices are strictly *net*. The
discount of five per cent. previously allowed
on our Whiskies ceases from this date.A. S. WATSON & CO.,
LIMITED,WINE AND SPIRIT MERCHANTS,
ALEXANDRA BUILDINGS.
Hongkong, 17th May, 1906.

\$16.00

WILL BUY A CASE

OF

GREGOR & CO.'S

IMPERIAL

HIGHLAND

WHISKY.

NOT ONE OF THE BEST,

BUT

THE BEST!

GREGOR & Co.

19, QUEEN'S ROAD CENTRAL.

Hongkong, 15th June, 1906.

NOTICE.

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee House Road, and
should be accompanied by the Writer's Name and
Address.Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WHOLESALE—\$18 per annum.
The rates per quarter and per annum, proportional.
The daily issue is delivered free when the adverage is
accessible to messenger. On copies sent by post an
additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies. Daily, ten cents; Weekly, twenty-
five cents.

BIRTHS.

On the 10th May, at Shanghai, the wife of
Mr. MARCO GOLDSTEIN, of a daughter.On the 15th May, at Shanghai, the wife of
G. M. BOYES, of a daughter.On the 16th May, at Shanghai, the wife of
Mr. SUTTER, of a son.

MARRIAGE.

On the 18th May, at Shanghai, JAMES
HANDALE ANDING, eldest son of late Surgeon
Anding, to MARY AUGUSTA, daughter of the
late Major Toole, Bombay Army.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 23, 1906.

U.S. COURTS IN CHINA.

We have noted recently important changes
in the U.S. Consular Service in China as a
result of the energetic efforts of Secretary
Elihu Root to cleanse the Augean stable.
Efforts have since been exercised in other
directions no less important to American
citizens residing in the Orient. The House
of Representatives is introducing a Bill
which has been receiving considerable at-
tention from the Chambers of Commerce in
the States. The Bill provides for the ap-
pointment of regular Judges to preside over
the extrajudicial courts in China, to be
under the supervision of the Department of
Justice and to have no other duties. The
effect of such a measure will be to relieve
the Consuls of various Chinese stations from
the burdensome and inappropriate duty of
judicial service in the Celestial Kingdom. As
is well known the extrajudicial courts of
China are those provided by the foreign
Powers for trial of their own subjects. Under
international law an alien accused of crime
in China is permitted a trial by his own
countrymen, assisted by representatives of
all the other foreign nations who maintain
Consulates in this country. In the case of
the United States this duty now falls upon
the Consuls, who, in a majority of cases,
have neither the time nor the legal experience
for the work.

INTERNATIONAL BANKING
CORPORATION.Following is the seventh semi-annual report
to the stockholders:—

New York, April 9, 1906.

Gentlemen,—The management submits the
following report, with the corporation's seventh
semi-annual statement, that of December 30,
1905.

The uncertainty attending the final stages of
the Russo-Japanese war and the unsettled cur-
rency condition in the Straits Settlements,
made it advisable for us to carry on our Ori-
ental business with extreme caution, and the
branches were therefore obliged somewhat to
curtail their transactions with a corresponding
decrease of profit, but meanwhile we have been
steadily building up our resources at the va-
rious points and are now well established in
the Philippines, Hongkong, Shanghai, Japan
and the Straits Settlements. The Corpo-
ration has now no office which does not
either earn on its own account a fair profit or
otherwise render service indispensable to the
Corporation as a whole. The half-year under
review is the first for which this statement
could be made.

Our temporary premises in China and Japan
having become too small for the volume of our
business, we were obliged to obtain larger and
more suitable offices in Hongkong, and in the
course of the next few months our Yokohama
Branch will be moved into a floor secured in a
building now nearing completion. We are
also in treaty for offices in a new building in
Shanghai where we have outgrown our present
premises.

The building, Sixty Wall Street, in which
your Corporation is interested, was opened
less than a year ago and is well occupied,
its tenants being drawn mainly from the
professions of law and engineering. The
Wall Street Station of the New York Post
Office occupies the ground floor, and several
large business concerns have leased offices in
the upper floors. From the first of May the
building will earn a net income over all charges
and may be expected, in addition to providing
good quarters for the Corporation, to show a
fair profit on your investment during the present
year.

The business of The International Bank of
New York has increased and in the latter part
of 1905 its capital was raised from \$100,000 to
\$500,000, the new stock being taken by your
corporation. It is earning a profit and will be-
gin paying dividends in the present year.

The Board express their acknowledgment to
the officers and employees for their fidelity
and efficiency during the year.

Very respectfully,

THOMAS H. HUBBARD,
President.

LOCAL AND GENERAL.

THE str. *Lokrang* was docked at the Tunkadoo
Dock, Shanghai, on the 16th inst.It is reported that two steamers were ashore
at 3 a.m. on the 15th inst., 2 miles N.W. of
Cooper Island. Each vessel was showing two
red lights.LIEUTENANT N. C. S. SIMSON, three N. C. O's,
one native servant, H. K. S. B. R. G. A., left
per s.s. *Catherine Apcar* on the 22nd inst. for
Calcutta on recruiting duty.RETURN of visitors to the City Hall Library
and Museum for the week ending the 20th
May, 1906:—Library Non-Chinese 311, Chinese
122, Total 433; Museum:—Non-Chinese 123,
Chinese 7125, Total 7248.The plague epidemic shows no signs of abate-
ment. To-day's list is a heavy one with
twenty-three cases recorded for the twenty-four
hours up to noon. All the patients were Chi-
nese; seven of whom are under treatment.The Osaka Shosen Kaisha is negotiating a
foreign loan of ¥20,000,000 from an English
syndicate through the medium of the Credit
Mobilier. The money is intended for the con-
version of debentures of high interest and the
extension of the company's service. It is ex-
pected that the interest will be 4½ or 5 per cent.
—*Japan Chronicle*.The *Japan Chronicle* is informed by a Kobe
firm that telegraphic inquiry was made at
Vladivostok the other day regarding the pros-
pects of travel over the Siberian Railway to
Berlin. The firm received the reply that the
railway service has greatly improved and that
the journey between Vladivostok and Berlin is
now done in eighteen days.TOSHIMAKI Umetsuchi, an accomplice of
Shidara Hishashi, a director of the late Toa Life
Insurance Company, of Osaka, who forged
hundreds of the Shosen Kaisha shares about a
year ago and absconded, was arrested in Seoul
a few days ago. Matsuo Magohei, living in
Nishi-Yokohori, Osaka, and three other ac-
complices were arrested in Osaka on the 9th
inst. Shidara, however, is still at large.CHAN Yau, a coolie, residing at No. 78, First
Street, who said he was unemployed, was
charged before Mr. F. A. Hazeland, at the
Police Court this morning, with being in un-
lawful possession of one bag of flour, reason-
ably suspected to have been stolen, yesterday.
Defendant said the flour in the bag was only
sweepings. He was not believed, and a fine of
\$10 was imposed on him by the Bench.At the International Chess Club, Shanghai, on
the 16th inst. splendid pawns play and the
judicious sacrifice at the critical moment of a
rook for a bishop and control of the board won
for Mr. Souza the second of the five games with
Mr. de Jesus in the final of the Shanghai Chess
Championship. The third game, which will be
decisive if won by Mr. Souza, will probably be
played to-day at the Club, says the *N. C. D.*By kind permission of Lt.-Col. Aitkin and
Officers, the Band of the 19th Infantry will
play the following programme of music at the
King Edward Hotel, during dinner, on Thurs-
day, the 24th inst., weather permitting:—
March: "The Queen's Guard".....Williams
Overture: "Light Cavalry".....Suppe
Waltz: "The Blue Danube".....Strauss
Selection: "The Merry Widow".....Strauss
Cornet Solo: "Eileen Aunani".....Thomas
Patrol: "The Phantom Brigade".....Myddleton
God Save the King.A COOLIE named Ho Lee was arrested this
morning by a watchman leaving Jardine's Sugar
Works at East Point with a brass cock, valued
at \$12 under his arm. He was promptly re-
moved to No. 2 Police Station and charged.
Inspector Goulay placed the defendant before
Mr. C. A. D. Melbourne, at the Magistracy this
morning, where he pleaded guilty to the charge
of theft, and received sentence of three weeks'
hard labour and six hours' stocks.LO CHAN was charged before Mr. F. A. Haze-
land this morning at the Police Court, at the
instance of Arthur Cole, chief officer of the
s.s. *Strathmore*, with stealing from on board
the ship a canvas hatch, valued at £3, yester-
day afternoon. The complainant said that
while on deck he saw defendant attempting to
leave the vessel with the tarpaulin under his
arm. Defendant pleaded guilty, and his Wor-
ship sentenced him to three weeks' hard labour
and six hours' stocks.THE latest Changsha news, says the *Hankow
Daily News*, is that the water is slowly falling,
but rains continue with slight intermission.
There is very little known as yet of the damage
done and loss of life in the surrounding coun-
try, as there is no communication, but the rice
plains which roughly measure 200 by 100 miles
in area and are on a much lower level than the
city of Changsha must be over 15 feet under
water. A rough estimate of lives lost by a
resident is not less than 30,000. The destitu-
tion and condition of the sufferers is terrible and
beyond description.SOME weeks ago we reported that an Indian
sergeant, stationed at No. 7 Police Station, as-
saulted a hawker, whom he arrested, on the
way to the Station. When the hawker arrived
in the station his condition was so bad that it
was feared his spleen had been ruptured, and
for safety's sake, the hawker had to be
removed to hospital. After his admission to
the institution it was discovered that there had
been a rupture—not of the spleen—and there
was an operation. The man grew worse after
the operation, and it was thought that he would
die. In the meantime the Indian sergeant
had been charged, and the case remanded.
Gradually the hawker got better, and his release
from hospital was soon expected, when news
was received this morning that his alleged
assailant—the Indian sergeant—who was also
taken to hospital a few days ago, had expired this
morning from pneumonia and consumption.JUST as we go to press information reaches us
that a Chinaman—a member of the crew of the
C. P. R. Company's steamer *Empress of China*
—has committed suicide on board the vessel
this afternoon.MANY will regret to learn, says the *Shanghai
Mercury*, that Mr. H. E. R. Hunter, the popular
manager of the Hongkong and Shanghai Bank-
ing Corporation, leaves next Saturday for
Hongkong. Mr. J. R. M. Smith, the chief
manager of the Bank at Hongkong, is going
home on leave and Mr. Hunter takes his place
there. Mr. W. Adams Oram, a well-known
former resident of Shanghai, will take tempo-
rary charge of the Bank here. We heartily
congratulate Mr. Hunter on his deserved
promotion.REMANDED from yesterday, the case in which
a street coolie was charged with stealing a life-
buoy and some rope from the Army Depart-
ment, on Tuesday morning, came on again for
hearing before Mr. F. A. Hazeland this morn-
ing. The coolie denied the charge, saying that
he was walking along the road, when the
Indian watchman walked up to him, put the
life-buoy round his neck, and went away!
Evidence was heard, and his Worship imposed
the usual sentence of three weeks' hard labour
and six hours' stocks on the accused.SOME time ago an official recommended that
Prof. Jenks should be engaged as an adviser
on Chinese financial affairs in order to improve
the banking business and the circulation of
paper money, etc. The proposal was referred
to the Council of Finance, the Board of
Revenue, and the Waiwupu to memorialise
after full consideration. The Prince and
ministers concerned discussed the matter, but
as a President of a Board opposed the proposal
there were almost no other authorities to sup-
port the proposal and is reported that they
will jointly memorialise after a few days.
—*Sinwaphoo*.

DAMAGE BY COLLISION.

ACTION IN COURT.

"BOTH TO BLAME."

In Admiralty Jurisdiction this morning, his
Honour Sir Francis Pigott, Chief Justice, pre-
siding, and with him Hon. Captain L. A. W.
Barnes-Lawrence, R.N., Marine Magistrate, sit-
ting as Assessor, judgment was delivered in
the case of *Chao Tai*, the owner of the junk
Lin Shing Lee, and the owner of *Hankow*,
versus the s.s. *Hankow*, as follows:—His Honour said that there were two ques-
tions for him to consider upon the evidence;
first, whether the junk was to blame for not
carrying the necessary regulation lights;
and secondly, whether the *Hankow* was to
blame for the collision. No consideration
could be given to the statement made for
the plaintiff that junks invariably evaded the
regulations, and sailed at night without lights.
But at any rate, on the evidence, he came to
the conclusion that the junk did not carry any
lights. As to the question of the default of the
Hankow, that question must be looked at from
two points; first, he must look at it from the
stand-point of a lawyer; and, secondly, from that
of a judge. But as he could not accept broadly
the sailor's evidence, to arrive at a proper con-
clusion he was assisted in the trial of the matter
at issue by a naval nautical assessor.Taking the second officer's evidence, he
states that he saw a dark mass, and took bear-
ing and found it was on his starboard bow,
about a mile away and he proceeded on his
course for two minutes, during which time he
must have known that he was going into dan-
gerous proximity to that dark mass; which he
knew all the time was a junk. At the taking of
his second bearing, at the end of those two min-
utes, he found the junk was coming right at him,
and, if the bearing was correct, then the junk was
indeed coming right at him. The *Hankow* was
wrong in not taking previous action. At 9.14
p.m. he was going E.N.E., 9.16 he sighted the
junk; 9.18 he still stood on, the junk still going
ahead, 9.19 he ported his helm, and thus the
junk was on his port side, and he estimated
her distance as being 200 or 300 yards away.
But on the figures of the times and the rate of
travelling, the Assessor calculated that the junk
was about 400 yards away. The second officer
said he had heard shouting, but his Honour
believed this to be doubtful, in the condition
of the wind then prevailing. The engineer had
said the engines were reversed at 9.19 p.m.,
and were stopped at the time of the collision.
His Honour went into the evidence further, and
then said the conclusions he arrived at were (1)
the junk did not carry any regulation lights, and
(2) the evidence of the second mate was too
fine on some points for acceptance. He could
not accept the theory that the junk turned into
the *Hankow* at an angle of six or eight degrees.
If the junk had been carrying lights they must
have been seen on board the *Hankow*. The
Assessor was agreed that the *Hankow* contrib-
uted to the accident by altering her course
when she did, and that the *Hankow* ought to
have kept out of the junk's way. Neither
vessels took sufficient precautions to avoid a
collision, and therefore both vessels were to
blame. There was one point in the Captain's
evidence to be considered. When the report had
been made to him regarding the sighting of the
junk, he had just gone into his cabin and he
did not hear the report, he only heard the
telegram ring to stop the engines, and then he
went on deck. We consider both vessels
equally to blame, and there must be judgment
accordingly.

THE WEATHER.

The following report is from Mr. F. G. Figg,
First Assistant of the Hongkong Observatory:—
On the 22nd at 5 p. The typhoon has moved
NE. along the coast since yesterday, the centre
now being on land near Amoy.On the 23rd at 11.30. The barometer has
risen generally, except at Meiac Sima.
The typhoon is nearly filled up. It appears
to exist as a slight depression to the NE. of
Formosa. High pressure lies over N. China
and the Sea of Japan.
The wind will probably freshen from NE. in
the Formosa Channel, and the N. part of the
China Sea.
Forecast:—NE. winds, freshening; fair.

GREEN ISLAND CEMENT.

SUCCESSFUL BID.

Bids were opened yesterday morning, says
the *Mantle Times* of 16th inst., at the Bureau
of Supply for the furnishing of 20,000 barrels
of cement. Only three bids were received and
the well-known Green Island brand of cement
was tendered by its local agents, Messrs. Wm.
H. Anderson and Company, at a figure con-
siderably lower than either of the other two
bidders.The bids opened were from Messrs. Penbody
and Company who offered the Atlas brand at
P5.61 per barrel; Messrs. Findlay and Com-
pany offered the Alsen brand at P4.78 per
barrel, and Messrs. W. H. Anderson and Com-
pany the Green Island brand at P4.299.The contract for furnishing the supply will
probably be awarded to Messrs. Anderson and
Company.

A WILD YOUTH.

APPROPRIATING HIS FATHER'S GOODS.

Abdul Karim Dalbasha, an Indian lad, about
nineteen years of age, who has just left Queen's
College, residing with his father, who keeps a
grocer's shop at No. 51, Hollywood Road, was
arrested last night in a house of ill-fame at
Shek-tong-tui, on a warrant taken out by his
father charging him with stealing one gold
diamond ring valued at \$150, one gold finger
ring valued at \$15, a pair of gold diamond ear-
rings worth \$50, five gold buttons valued at \$10,
and another pair of gold earrings worth \$25,
to a value \$320. The lad, who is said to have
been spoilt, is alleged to have been doing this
for some time past. In former cases the
servants have been flogged for roguishness, but
on one or two occasions suspicion fell on him.
Yesterday morning, Dalbasha returned home,
and, finding no one there, he asked the servant
girl to bring him his mother's jewel-box. The
girl obeyed the order, and the lad removed the
jewels mentioned above and left for the place
at Shek-tong-tui. When the police went to
Shek-tong-tui, where they arrested him, the
jewels were found in his pockets. He was
removed to the Central Police Station where
he was charged by Inspector Smith. He came
up before Mr. F. A. Hazeland this morning
and pleaded guilty to the charge.Mr. P. W. Goldring said he appeared for the
defendant's father and wanted the case with-
drawn.His Worship—What does the police say?
Inspector Smith—If the father wishes to
withdraw the case, we have no objection, your
Worship.His Worship—Will the father undertake to
give him a thrashing at home?

Mr. Goldring—I think so, your Worship.

The defendant was then bound over in the
sum of \$100 to come up for judgment when
called upon.

SAMPLING SAMPLES.

LUI YAN'S TASTE FOR GOOD THINGS.

Lui Yan's refined taste for good things land-
ed him in gaol this morning. Long experience
of foreign wines gave him a dislike for *samsu*,
with the result that his employers usually found
a few bottles of something gone, when they
were required. Lui was godown clerk to
Messrs. H. Price and Company. Yesterday
morning, before the manager left for the Crimi-
nal Sessions, where he was called on the jury, a
box containing samples of liquor was opened
and put aside. When Mr. Robertson returned
and called for the case of samples, he discovered
that seven bottles had disappeared. This con-
stant pilfering that had been going on was to
be stopped, and Sergeant Eamer was called to
investigate matters. It was then discovered
that the godown man had given instructions
that seven bottles of the liquor just opened
were to be taken to his house. This was done
and when the sergeant went to the godown
clerk's house at No. 17 Aberdeen Street, only
three bottles were found in his box. He was
then charged. This morning, before Mr. F. A.
Hazeland, defendant said he stole three bottles
only, not seven. He was not the only one that
took home bottles of wine; the others did the
same. His Worship sentenced the defendant
to fourteen days' hard labour.

THE N.D.L. "ROON."

DETAILS OF THE STRANDING.

The correspondent of the *N. C. Daily News*
writing on the subject of the stranding of the
Roon telegraphed on the 18th inst.—Detail-
of the mishap to the *Roon* are that at 11 p.m.
on Wednesday in a dense fog the vessel struck
forward. Orders were at once given to reverse
engines and go astern, but were unsuccessful.
There were 102 passengers, who, panic-stricken,
rushed on deck. Heavy seas and rains added
to the confusion and difficulties as there were
no means of calling assistance.The ex-Russian str. *Risha Maru* passed on
Thursday at 4 p.m. and made two attempts to
help the steamer off, but in vain.The passengers were brought on to Moji
lightly dressed. They included the British
Major Boyle and his wife. No lives were lost
except that of one seaman who was killed in
attempting to launch a boat. No property has
been lost, the passengers' luggage being re-
moved to the salvage vessel.The damage is not likely to be serious and
the chances of re-floating the vessel are hope-
ful.The honour of being the oldest postmaster in
England is claimed by Mr. William Scott,
Carlton-in-Lindrick, Notts, who is eighty-three
years of age. He was appointed in 1859, and
at that time was also the village schoolmaster.
For twenty-seven years he held both positions,
but resigned that of schoolmaster twenty years
ago. Though eighty-three, he can still read
without the aid of spectacles, and enjoys the
best of health."HONGKONG TELEGRAPH"
SERVICE.

EMPEROR INTERVENES.

IMPOSSIBLE CUSTOMS CON-
DITIONS.

[From Our Own Correspondent.]

Shanghai, 23rd May,
12.35 p.m.The British protest regarding the
appointment of Commissioners to
the Customs has been presented.All the Ministers are at one with
the British representative.The Emperor has issued a rescript
to the effect that the appointment of
the Commissioners will not take
effect immediately.

[Straits Times.]

London, 14th May.

The *Times* correspondent in Peking says
that it is no secret that the appointment
of Chinese Controllers in the Imperial Maritime
Customs Service aims at securing the Customs
revenue for outlay on military reforms.
Advices from Washington State that Mr.
Rockhill, the United States Minister in Peking,
has informed the Foreign Secretary's depart-
ment there of the opinion of diplomats in
Peking regarding the Imperial customs ap-
pointments decree.These diplomats hold that the issue of the
decree means the complete overturning of the
Chinese fiscal system.

Jubilee Stakes.

London, 14th May.

The race for the Jubilee Stakes at Kempton
Park, on Saturday last, resulted as follows:
Donnetta 6 yrs. 8.5 1
St. Wulfram 4 yrs. 8.0 2
Ambition 5 yrs. 8.4 3

Germany Demands Indemnity.

15th May.

During the Tabah dispute, Germany pre-
sented a vigorous note to the Porte, demanding
an indemnity of £700 for the seizure of the
German benzine ship, *Olympos*, by the Turkish
customs officers, and also the punishment of
the officials responsible for the illegal action.

Officials to be Punished.

The Porte replied, promising that the officials
should be punished and a reduced indemnity
should be paid.Duchess of Connaught's Mother
Dead.The death is announced of Princess Fried-
rich Karl, mother of the Duchess of Connaught.

Royalty at Thanksgiving Service.

H. M. the King, and T. R. H. the Prince and
the Princess of Wales, together with the Royal
children and other Royal personages, attended
Divine Service at Westminster Abbey in token
of Thanksgiving for the safe return of the
Prince and the Princess from their tour in
India.

Blue Jackets Attend the Abbey.

Detachments of blue jackets from the crews
H. M. S. *Renown* and *Terrible*, under the
command of Captain the Hon. H. Tyrwhitt,
were present in the Abbey, and the Dean of
Westminster preached the sermon.

"Tribune's" Hope, Our Hope.

The *Tribune* hopes Sir Nicholas O'Connor
has not permitted the Turkish Government to
separate their two claims, as such a partial
concession could not be considered satisfactory
in Cairo.The simplest course, the *Tribune* maintains,
would be for the British to delimit the frontier
and require the Sultan to respect that delimita-
tion.

"Standard's" Opinion.

The *Standard* and other papers urge the
necessity of insisting on an absolute com-
pliance by the Sultan with the terms of the
ultimatum.

Yes, the Sooner the Better!

The *Daily Chronicle* is of opinion that
Mukhtar Pacha's position is bound to be
affected, if the suspicion be confirmed that
he is responsible for the Turkish claims, and
that the sooner he leaves Egypt the better.The *Sinwaphoo* state that H. E. Liang Tun-
yen, Customs Tao-tai of Tientsin, and Chinese
Special Commissioner to settle the Nanchang
murders case, has returned to Tientsin from
Peking to report to Viceroy Yuan Shih-kai on
the result of the negotiations with the French
representatives. It is stated that Liang Tao-tai
told Viceroy Yuan Shih-kai that the Govern-
ment had been compelled to allow the French
demand owing to *force majeure*.

SHIPPING AND MAILS.

MAILS DUE.

German (*Preussen*) 24th inst.
American (*Montezuma*) 28th inst.
French (*Océanien*) 28th inst.
American (*China*) 3rd prox.
German (*Prinz Waldemar*) 5th prox.The s.s. *Amiral Jaureguerry* left Singa-
pore on 21st inst., for this port, and is due here
on 28th inst.The P. M. S. S. Co's s.s. *China* will sail
for Yokohama on 23rd inst., and will be due
at Hongkong on 3rd prox.The Imperial German Mail s.s. *Prinz Bitt
Friedrich*, which left here on 25th ult., arrived
at Genoa on 21st inst., at 3 p.m.

TELEGRAMS.

[Reuter's.]

The United States Navy.

London, 21st May.
Rear-Admiral Mason, the chief of American Naval Ordnance, declares that, owing to the parsimony of Congress, the navy has no reserve guns or ammunition, the latter being insufficient to last the whole navy three hours, and that war would mean disaster.

Later.

Illness of the Pope.

The Pope has taken to his bed.
It is reported that he is suffering from a complicated heart affection.
The Audiences have been suspended.

Russia.

The Tsar has informed the Duma that he is unable to receive the address, except through a Court Minister.
The members of the Duma are irritated, but have decided not to make the refusal a ground for conflict at present.

The French Elections.

The first gain of the French Government on the whole elections is 58 seats, of which the Socialist group has gained 45.
The Nationalists are the heaviest losers.

The Garter Mission.

The King has invested Prince Arthur of Connaught with the Victorian Chain, in recognition of the mission to Japan.

The Japanese Training Squadron.

The Japanese Training Squadron has met with a magnificent reception at Sydney.

[N. C. D. News.]

A Riot at Zion City.

Tokio, 15th May.
The deposed First Apostle, Alexander Powie, has reappeared in the temple at Zion City. There was a great riot and confusion.

Marquis Ito at Tokio.

Tokio, 15th May.
Marquis Saionji, the Premier, summoned Marquis Ito, Resident-General of Corea, to a Cabinet meeting and subsequently the Marquis was received in audience.

A Probable Appointment.

Tokio, 16th May.
Marquis Saionji (the Premier) gave a long interview this morning to Viscount Hayashi, whose appointment as Foreign Minister is imminent.

The American Railway Rates Bill.

Tokio, 16th May.
President Roosevelt's sensational disclosure that Senators Benjamin (Pitchfork), Tillman and Joseph Bailey have tried to drop (P.) him, has reversed public opinion in regard to the Railroad Rates Bill.

The Control of the Customs.

Peking, 18th May.
With regard to the question of the Customs, appointments the Foreign Ministers will hold a conference at the Italian (the d'oyen's) legation to-morrow.

ANOTHER NEW SOLICITOR.

ADMITTED TO-DAY.

When his Honour the Chief Justice, Sir Francis Pigott, took his seat in Original Jurisdiction this morning, Hon. Mr. H. E. Pollock, K.C., begged leave to move that Mr. Andrew Gilmour Jackson, solicitor, be approved, admitted, and enrolled to practise in the Courts of this Colony. Introducing him, Mr. Pollock said Mr. Jackson had been educated in Dublin and subsequently, after serving his articles in a firm of solicitors in Dublin, was admitted to practise in the Supreme Court of Ireland on 14th December, 1903, and had since been practising there. He had the more pleasure, remarked Mr. Pollock, in introducing Mr. Jackson, as he was a nephew of Sir Thomas Jackson, whose long and honourable career in the Colony was known to all.

His Honour the Chief Justice said he had much pleasure in approving, admitting and enrolling Mr. Jackson to practise, and in saying to his words were not merely formal, but, on account of his honoured name, he had the greater pleasure in so doing him, and hoped he would have a long and successful career, to his own advantage and that of his firm.

Mr. Jackson thanked His Honour.
We understand that Mr. Jackson has come out to join the firm of Messrs. Johnson, Stokes and Master.

A STOWAWAY FROM MANILA.

Herman Müller, fireman, was charged at the Magistracy this morning, before Mr. F. A. Hazeland, at the instance of the chief officer of the *Rubi* with arriving in the Colony from Manila on the 22nd instant, without permission from the agents or master of the ship. The defendant pleaded guilty. Inspector Langley said that defendant went to Manila on a German ship, deserted the vessel at that port, and stowed away on board the *Rubi* with the intention of getting to this Colony.

His Worship—Is there any chance of him getting a ship?

Inspector Langley—I don't think so, your Worship. He has no money, and will not be received in the Home.

His Worship—Twenty-five dollars, or six weeks' hard labour.

LEITH is using its old tram-cars as an extension of its Isolation Hospital. Several panes of glass are removed, and each vehicle accommodates two consumptive patients undergoing open-air treatment.

FROM THE SEA'S MAW.

SALVAGE STEAMER FOR HONGKONG.

Under the above heading the *Singapore Free Press* of the 16th inst. writes:—

Up to last evening there might have been seen, lying in the Roads, a grey coated vessel of some 500 tons burthen, presenting even to the inexperienced eye, some peculiar features. Her bow is high, and from the bridge, placed well forward, right to stern was a dead level, save for the awning and a couple of moveable ventilating cowls.

The *Protector* of Copenhagen belongs to the Em. Z. Zwitser Co. and is a salvage steamer. Her roomy funnel is only one evidence of great engine power and capacity for work. "From the cruel hungry sea, Good Lord deliver us." The Danish salvage company which owns her is no new one. Their ships are stationed wherever in the world there are wrecks—and the chance of saving them. Captain Silberg, of the Danish Navy, who is in command of her, has seen salvage service on the west coast of Denmark, that hungry, rocky shore, round the coast of Spain, and for three years in the Mediterranean. He was at work on H. M. S. *Assistance* off Toulon; he saved the steamer *Keldinghuus*; and he has the generally alert air of the man who must, by his wits and the appliance to hand, accomplish the impossible.

And as to appliances, there is no lack of them on the "Deliverer," as she might fitly be termed. Her horse power is 1,200, her engines triple-expansion, and her build as substantial as need be for a vessel with a 25-ton derrick forward and runs astern with a lifting power of 150 tons. She steams comfortably 13 knots, and is equipped with everything needed to stand by and work at a wreck in the roughest weather for weeks at a time. Coming across the Bay of Biscay on her maiden trip, the seaworthiness of the vessel was severely tested.

A strong tow and a long tow is her chief capability. The towing hook—a massive piece of forged ringed round the mast and amply stayed—is nearly amidship. This means that when in action all the after part of the ship has to be cleared, awnings down, ventilators unshipped, boat davits housed in board, engine room lights and companion way fended, so that the towing hawser can swing round a full half circle, and the derrick or wreck towed from dead beam on the port or on the starboard. The steel hawser is 6 inches, and the 48 fathoms of this enormously strong tow are stowed so as to be readily available. The alleyways run clear through the ship from aft to the massive winches forward, so that the vessel can heave on her cables forward, take in the hawsers aft, and at the same time go full speed ahead with the engines. The wide sweep of the tow aft is particularly useful for wrecks on a sandy beach, the propellers clearing away the sand, with a swing on the ship, and the hawsers being gradually shortened.

In the matter of pumps the *Protector* is little short of marvellous. She has an 18-inch centrifugal stationary pump with two batteries of twelve six-inch suction pipes. In her hold she carries three 12-in. portable pumps, and two eight-inch, with portable boilers to put on the wreck. The pumping power reaches the enormous aggregate of 6,500 tons per hour, of the expensive suction hose—rubber with flexible copper coating—there is an ample supply.

For diving purposes there is a compressed air engine of three diver capacity, with dressers, lines, &c., complete. Another compressed air engine puts into the hands of the diver either a rock drill, or one capable of drilling a one-inch plate in a phenomenally short time. One dynamo provides electricity for search-lights, &c., another runs the ship's ordinary service. A motor boat is also among the equipment of the vessel. On the whole it is difficult to conceive of a more completely equipped ship, meant for work, although the comfort of the officers and crew is not overlooked. Probably £50,000 does not more than cover her cost.

The *Protector* left for Hongkong last night. She will be stationed there, awaiting the chance of a salvage job. She is entirely independent, and only waits for a wreck to show her capabilities—and earn for her owners a magnificent return for their enterprise, for if salvage jobs are difficult and hazardous, they must be made proportionately remunerative.

THE FUTURE OF SINGAPORE.

The *Singapore Free Press* of 15th inst. contains the following:—

If it be true, as many people assert, that the days of Singapore as a commercial distributing and trading centre are numbered; that the tendency of our trade, hindered by such nefarious combinations as the Shipping Conference and hampered by foreign ship subsidies, is to seek the ports upon which Singapore has hitherto depended so much for her trade and transshipments, it is all the more necessary to consider the port as a resort for shipping in case of distress and for coaling purposes.

We have reason to believe that the resources of the Port will in due time be increased by a powerful tug, capable of carrying on salvage operations on the most extensive scale, fitted with the most powerful steam fire engines, and able to materially assist vessels in getting alongside the wharves and into dock. There are no doubt other facilities in the way of speedy berthing and docking of larger ships than we at present are able to deal with will have to be provided, and that not in the distant future. It is to be insisted on, now and always, that we must be in a position to compete favourably with our trade rivals in repairing and docking. There is Sabang Bay, with a magnificent electric installation for discharging and loading coal. It is unfortunate that in the present stage of ship construction, very few vessels except colliers can make use of these modern appliances, which are indeed rather a hindrance to vessels that have not special bunkering facilities inasmuch as the overhanging arms necessitate the most careful management of vessels in coming alongside, and even then such modern

vessels as the Netherlands Steamship Company's fine mail vessels have to be coaled in the time-honoured way by Chinese coolies. Still, there is the installation awaiting the ships. Then we are informed that at Batavia a new ship, being built at a cost of 450,000 gilders, to take vessels up to 2,000 tons. This, in addition to the dry dock at Tanjung Priok, may at any time become a dangerous rival to Singapore in ship-repairing and docking. At Manila is to be established the enormous dry dock *Deuy*, which has now probably passed through the Suez Canal, and to which the following reference is made in the *Egyptian Gazette*—

Port Said, April 19.—The American floating drydock *Deuy* arrived here last night on her way to the Philippines, and anchored in the Roads. The drydock is towed by the cruisers *Crisar*, *Brutus* and *Glacier* and conveyed by the *Tacoma* which was recently at Alexandria. The latter left the *Deuy* 250 miles from Port Said and arrived here on Tuesday, being in constant communication with the drydock by means of wireless telegraphy. It is stated that the dues to be paid for the passage of the drydock through the canal will amount to £20,000.

Later.—The drydock *Deuy* entered the canal this morning in tow of tugs.

There need be no great despondency as regards the future of Singapore to compete with these establishments singly, but the combination would rather put us on our mettle. The lavish way in which the Dutch, French and United States Governments spend money on docking and harbour enterprises shows a firm belief in the possibilities of the Western Pacific as a field for dock and shipping enterprise. It is, of course, open to discussion whether such very lavish expenditure may not defeat its main object. The initial cost, the cost of upkeep, the charges for interest and sinking fund may make such demands upon the revenue as to necessitate heavy charges for the use of the facilities, for no Government in modern times can face a continual heavy expenditure with no prospect of a reasonable return, immediate or in the near future. Still the development of facilities in Ports within a sea distance of Singapore is of the utmost interest to us, and should serve to keep us on the *qui vive*.

THE BURDEN OF JAPANESE TAXATION.

SOME IMPORTANT FIGURES.

The Japanese Government is now engaged, we are informed by the vernacular journals, upon the production of national wealth, as the increased taxation in consequence of the war is arousing public attention. In compliance with its pledge to the Diet during the last session, the Government has appointed a Committee, with the Vice-Minister for Finance at its head, and including officials in the Finance Department,—for the purpose of investigating the existing taxation. Mr. Wakatsuki, Vice-Minister for Finance, is now travelling in Korea and Manchuria, and the Committee has not yet commenced its labours.

A vernacular contemporary points out that the purpose of the committee is to re-adjust taxation in such a way that the existing national revenue shall not be affected. The question whether or no the nation is already overburdened—which should be solved before any other matters are discussed—is not to be considered at all, and there can be little doubt that the result of the work of the committee will be dis-appointing to all concerned. If the existing burden of taxes is excessive, amendments made to taxes will be of little avail to relieve the distress resulting from over-taxation. While admitting the immense growth of national wealth and the incomes of the people after the Japan-China war, the vernacular journal maintains that the increase of national and local taxation was still greater, largely adding to the hardships of the people, and the same result may follow the Japan-Russia war. To what extent the nation can bear taxation it is extremely difficult to estimate, but when the burden is compared with the national wealth an approximate idea can be formed. According to investigations made by certain authorities, the national wealth of Japan amounts to ¥135,000,000,000 in round figures, and the national and local taxes amount to ¥299,000,000, equal to 2.21 per cent. of the national wealth. Taking the profit accruing from the property of the people at 5 per cent., it will be seen the taxes now paid amount to 4.42 per cent. of the income. This can certainly not be described as a light burden. The percentage will be even heavier when household furniture, which yields no profit, is deducted from the amount of national wealth. The amount of taxes mentioned represents the figures for the fiscal year 1904-5 in the case of national taxes, and for the fiscal year 1903-4 in the case of local taxes. During the last fiscal year the national taxation was increased on two occasions, and the burden has thus been increased by ¥100,000,000 or one-third. The national wealth may also have increased, but not to the extent of one-third.

Reviewing the increase of taxation, our contemporary remarks that the national taxes for the year 1893-4 amounted to ¥700,000,000, which had increased to ¥310,000,000 last year, an increase of 40 per cent. In the case of local taxes, the increase was from ¥37,000,000 to ¥101,000,000, equal to 280 per cent. On an average the national taxes had increased at the rate of 33 per cent. per annum, and the local taxes 13 per cent. per annum.

Some light may be thrown on the increase of the national income by the sayings and capital invested in business, which is the only information available for the purpose. The total savings of the Japanese people stood at ¥37,000,000 in 1893 and increased to ¥85,000,000 in 1904—an increase of 220 per cent., while the amount invested in business increased from ¥377,000,000 to ¥887,000,000 in the same period—an increase of 220 per cent. On an average the increase in both cases was only about 20 per cent. per annum, against 40 per cent. increase of taxation. The national wealth of the Empire has been increasing at a wonderful rate, but the greater part of the profit is absorbed by the National Treasury, and it is not surprising to find that the struggle for existence among the people becomes more acute every year.—*Japan Chronicle*.

A PROMISSORY NOTE CLAIM.

A SIMPLE LENDER.

In Original Jurisdiction this morning, before his Honour Sir Francis Pigott, Chief Justice, the Lai-Tsun Bank, of No. 145 Queen's Road Central, sued Lai Kai Tong of No. 7 Kennedy Road, gentleman, and Li Ki Tong, of No. 2 Pan Kwal Lane, gentleman, for the recovery of the sum of \$15,334.64, due by defendants to the plaintiff Bank on seven promissory notes, and interest.

Mr. M. W. Slade, instructed by Mr. John Hastings, appeared for the plaintiff, and Hon. Mr. H. E. Pollock, K.C., and Hon. Dr. Ho Kai, instructed by Mr. G. K. Hall Brutton, of Messrs. Brutton and Hett, appeared for the first defendant, judgment having already been given against the second defendant.

Mr. Slade said that the plaintiffs in this action were Bankers, carrying on business at No. 145 Queen's Road, Central. The defendant, Li Kai Tong, is a gentleman residing at No. 7 Kennedy Road, and the defendant Li Ki Tong is the first defendant's brother, and is a gentleman residing at No. 2 Pan Kwal Lane. On the 28th December, 1903, the plaintiffs lent to the defendants \$5,000 at interest to be paid at the rate of \$1.10 per cent. per Chinese month, the principal sum to be paid on demand at any time after the expiration of four months, from the date of the promissory note, and they received from the defendants 3 joint promissory notes, for \$2,000, \$1,000, and \$1,000 respectively, dated 28th December 1903. Up to date of the writ the interest accrued amounted to \$1,267.33. On the 30th July plaintiffs lent the defendants a further sum of \$4,000, at the same rate of interest as in the above case, the principal to be repaid in one month from date of two promissory notes given jointly by defendants, for \$2,000 and \$2,000 respectively. The interest accrued due thereon to date of writ amounted to \$689.11. On the 15th August, 1904, plaintiffs lent the defendants another sum of \$4,000, on the same terms as the above, and received two joint promissory notes from the defendants for \$2,000 and \$2,000 respectively, payable on demand. Interest had accrued on those notes to date of writ to the amount of \$604.0. In the alternative the plaintiffs claim that they lent the sums mentioned to Li Kai Tong, and Li Kai Tong stood as security for the due performance by the said Li Ki Tong the terms of the said loans. On the 10th May, 1905, Li Ki Tong paid \$22 to plaintiffs as interest on the first loan. The plaintiffs have made repeated demands upon the defendants since then for repayment of the said loans, and the interest due thereon, but have not received payment thereof or any part thereof save and except the sum of \$220 mentioned above. They therefore prayed for judgment for \$15,334.64 with interest thereon, and the costs of this action.

The plaintiff was called and gave evidence as above.

The case is proceeding.

NEW-PHILIPPINE STAMPS.

EXQUISITELY BEAUTIFUL SET.

Beginning on the first of April the big presses in the Bureau of Engraving and Printing in Washington, D. C., kept warm running off what will be a novelty for the Filipinos in a short while. The cable message from Manila saying "go ahead" was received; the designs for the new Philippines issue of postage stamps were formally approved by the authorities of the Philippine Government and stamps to the number of 21 millions will soon be in Manila and for sale at all the post offices.

The omission of the word postage was the occasion of no end of troublesome conferences, cables, and correspondence, and was finally referred to Manila after Commissioner Forbes's visit to Washington. Of course the officials here in Manila waived the demand for the inclusion of the word "postage" on the new stamps or they could not have been executed now. An order to add the word "postage" would have meant making a new sketch, new dies and new plates, and occasioned a further delay of at least six months. The Manila authorities agree that the word "postage" be on the design but were not disposed to incur the additional cost and delay in having new designs and plates made.

As was previously mentioned in these columns, through a misunderstanding of the use of the terms plates and dies, the Bureau of Engraving and Printing at Washington not only made dies for the new issue but plates as well, the order having read "plates" and the engravers, in interpreting the order, went ahead and made both dies and finished plates ready to print the stamps. This unintentional error has given the islands the issue much earlier and has resulted in neither injury nor loss, and as the stamps will be actually used by telegraph and postage the omission of the word postage is a mere technicality.

The new stamps are exquisitely beautiful and the colors are very fine. As a whole the series is more artistic and attractive than the current U.S. stamps. The designs from the 2 centavos to 30 centavos are uniform except for the different portraits and colors, to the upper left hand corner are the words "Philippine Islands" and in the upper right hand corner the words "United States of America." At the bottom the denomination in a figure and word. A large shield occupies the centre of the stamp within which is the portrait. Above the portrait and shield and between the lettering at the top is an eagle with out-stretched wings.

The high values of five and ten pesos have most wisely and commendably been abandoned. This will make the set very favourably considered among philatelists, as all can afford to add the set to their collections. The designs for the one and two peso varieties are similar to the lower values except that instead of a portrait within the shield the Philippine coat of arms is used.

The stamps will be as follows: 2 centavo, green, portrait of Rizal; 4 centavo, red, portrait of McKinley; 6 centavo, violet, portrait of Magellan; 8 centavo, brown, portrait of Legaspi; 10

centavo, blue, portrait of Lawton; 12 centavo, crimson, portrait of Lincoln; 16 centavo, dark lavender, portrait of Sampson; 20 centavo, brown, portrait of Washington; 26 centavo, black, portrait of Carriedo; 30 centavo, olive, portrait of Franklin; 1 peso, reddish brown coat of arms; 2 pesos, black, coat of arms.

The quantities now being printed and on the way aggregate roughly at millions, divided about as follows:

2 centavos, 12,000,000; 4 centavos, 5,000,000; 6 centavos, 8,000,000; 8 centavos, 35,000; 10 centavos, 2,000,000; 12 centavos, 20,000; 16 centavos, 500,000; 20 centavos, 800,000; 26 centavos, 14,000; 30 centavos, 400,000; 1 peso, 200,000; 2 pesos, 100,000.

The special delivery stamps will be delayed until the engravers of the Bureau of Engraving and Printing can put some clothes on the messenger on the bicycle. The size will be the same as the United States special delivery and the outline design is similar. The color will be blue. The original design of this stamp was rejected on account of the scant uniform worn by the Filipino pictured on the stamp as the embodiment of quick dispatch and swiftness in the transmission of important correspondence.

These stamps will arrive in Manila at an early date and will eventually dispossess the present United States with "Philippines" over-printed. It is a pleasure to know that the new set will be excellent works of art and be a series of which the Islands may well feel proud and the Bureau of Posts is to be congratulated that the delay has resulted in a set so educating, historical and satisfying to the lovers of true art.—*Manila Times*.

COMMERCIAL.

TODAY'S EXCHANGE.

Selling.

London—Bank T.T.	2 1/2
Do. demand	2 1/2
Do. 4 months' sight	2 1/2
France—Bank T.T.	2 1/2
Germany—Bank T.T.	2 1/2
Do. demand	2 1/2
Do. 4 months' sight	2 1/2
Singapore T.T.	10 1/2
Japan—Bank T.T.	10 1/2
Do. demand	10 1/2
Do. 4 months' sight	10 1/2
6 months' sight L.C.	2 1/2
30 days' sight San Francisco & New York	52 1/2
4 months' sight do.	53 1/2
30 days' sight Sydney and Melbourne	2 1/2
4 months' sight do.	2 1/2
6 months' sight do.	2 1/2
4 months' sight Germany	2 1/2
Bar Silver	31 1/2
Bank of England rate	4 1/2
Sovereign	9 1/2

The school girls of Hiram, Ohio, are humourists. A young man asked for their sympathy and subscriptions for the fire brigade, whose hose was wearing out. The next morning he found a clothes-line stretched across the street from his window bearing some thirty pairs of stockings, and this inscription: "The ladies of Bowler and Miller Halls take pleasure in contributing thirty feet of hose to the support of the Hiram fire department."

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions from the MITSUBI BUSSAN KAISHA, to sell by

PUBLIC AUCTION,

ON

SATURDAY,

the 26th May, 1906, at 12 Noon, at Kowloon Marine Lots Nos. 48-50, Yau-ma-tei, 850 Tons KARATZU UNSCREENED COAL Ex S.S. "KOTOHIRA MARU," (more or less damaged by Sea Water).

TERMS:—As usual.
HUGHES & HOUGH, Auctioneers.
Hongkong, 23rd May, 1906. [588]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH have received instructions to sell by

PUBLIC AUCTION,

ON

MONDAY,

the 11th day of June, 1906, at 3 P.M., at their Sales Rooms, No. 8, Des Voeux Road Central, THE FOLLOWING VALUABLE LEASEHOLD PROPERTY, situate at Victoria, in the Colony of Hongkong viz:—

All those PIECES or PARCELS OF GROUND situate at Victoria aforesaid registered in the Land Office respectively as the REMAINING PORTION OF SECTION A OF INLAND LOT No. 505 and the REMAINING PORTION OF INLAND LOT No. 505, together with the Messuages thereon, known as Nos. 54, 56, 58, 60 and 62, Stone Nullah Lane, and Nos. 4, 6, 8, 10 and 12, Wanchai Road. Area 3,691 square feet or thereabouts. Term 999 years.

For further particulars and conditions of sale, apply to—

Messrs. JOHNSON, STOKES & MASTER, Solicitors for the Mortgagee, or to

Messrs. HUGHES & HOUGH, Government Auctioneers.
Hongkong, 23rd May, 1906. [589]

THE DAIRY FARM COMPANY, LIMITED.

THE Price of Best Quality AUSTRALIAN BUTTER IS REDUCED TO 65 Cents per lb. from to-day.
Hongkong, 23rd May, 1906. [590]

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Crews of the following vessels stay in Hongkong Harbour:—
TWINCKENHAM, British steamer J. E. PARKER—Dodwell & Co., Ltd.

Intimations.

THE

ROBINSON PIANO CO., LD.

NEW PIANOS

\$70 CASH

AND 18 PAYMENTS OF \$20 EACH

OR \$385 CASH.

GREAT STRENGTH AND SUPERIOR

TO ANYTHING IN THE

COLONY.

Steinway,

Bechstein,

Krauss,

Haake,

Hopkinson,

Winkelmann,

ON

CORRESPONDING TERMS.

ALSO

BABY GRANDS

AND

PIANOLAS.

Hongkong, 4th April, 1906

[58]

WE IMPORT ONLY ONE

BRAND.

GENUINE

ITALIAN

VERMOUTH

MARTINI E ROSSI,

SUCCESSORI MARTINI

SOLA E CIA.,

TURIN, ITALY.

BEWARE OF IMITATIONS AND SEE

THAT YOU GET THE GENUINE

ARTICLE.

Per Case 12 Bottles,

Price - - \$11.00

AGENTS—

H. PRICE & CO.

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 12th May, 1906.

[59]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVAN
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"AJAX"	31st May.
GLASGOW and LIVERPOOL	"MEMNON"	7th June.
GLASGOW and LIVERPOOL	"STENTOR"	14th "
GLASGOW and LIVERPOOL	"PROMETHEUS"	14th "
GLASGOW and LIVERPOOL	"PATROCLOS"	14th "
GLASGOW and LIVERPOOL	"PING SUEY"	21st "
GLASGOW and LIVERPOOL	"ANTENOR"	28th "

HOMeward.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"JASON"	5th June.
AMSTERDAM, LONDON & ANTWERP	"DEUCALION"	19th "
AMSTERDAM, LONDON & ANTWERP	"HYSON"	20th "
GENOA, MARSEILLES & L'POOL	"AJAX"	3rd July.
AMSTERDAM, LONDON & ANTWERP	"PROMETHEUS"	17th "
LONDON, AMSTERDAM & L'POOL	"PATROCLOS"	20th "
GENOA, MARSEILLES & L'POOL	"PING SUEY"	31st "
LONDON, AMSTERDAM & ANTWERP	"ANTENOR"	31st "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"STENTOR"	10th June.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"KEEMUN"	16th June.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 23rd May, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"KIUKIANG"	24th May.
TSINGTAO, WEL-HAI-WEI, CHEFOO and TIENTSIN	"KWEICHOW"	25th "
SHANGHAI	"SHAOHJING"	25th "
CEBU and ILOILO	"KAIFONG"	25th "
NINGPO and SHANGHAI	"YOHOW"	28th "
MANILA	"TAMING"	29th "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TBINAN"	30th "

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 23rd May, 1906.

HONGKONG—MANILA.



Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewards carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 26th May, at Noon.
ZAFIRO	2540	R. Rödger	"	SATURDAY, 2nd June, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 19th May, 1906.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast.)

Steamship "ANGLO SAXON".....Beginning of July.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 22nd May, 1906.

Insurance.

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above
Company are prepared to accept Fire
Class FOREIGN and CHINESE RISKS.
CURRENT RATES.

SIEMSEN & Co.,
Capt.

Hongkong 28th May, 1899.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
that the same are as before. The undersigned
are prepared to accept Fire Class FOREIGN
and CHINESE RISKS. The Manager,
THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong 28th May, 1899.

Shipping—Steamers.

FOR VLADIVOSTOCK.

THE Steamship
"ORANGE BRANCH,"
3,435 Tons,
will be despatched for VLADIVOSTOCK
about the 2nd June.

To be followed by
S.S. "VINE BRANCH," 3,442 Tons.
For Freight, etc., apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 12th May, 1906. [489]

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship
"BENMOHR."
Captain Webster, will be despatched as above,
on or about 4th June.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 18th May, 1906. [554]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 7.30 A.M. and on Sundays
at 8 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 5.30 P.M.,
if tide permits.

FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.
On and after Sunday, 29th inst., inclu-
sive, every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single, \$2;
Return, \$3; 1st Class, Single with Cabin, \$3;
Return, \$5; 3rd Class, Single, 50 cents; Re-
turn, 80 cents.

All Meals can be supplied on Board at \$1
each Meal.
First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.

The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

SAM WANG CO.
Hongkong, 10th May, 1906. [17]

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA	"YUENSANG"	FRIDAY, 25th May, 4 P.M.
S'GAPORE, PENANG & CALCUTTA	"FOOKSANG"	SATURDAY, 26th May, 3 P.M.
S'GAPORE, PENANG & CALCUTTA	"NAMSANG"	TUESDAY, 29th May, 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 23rd May, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARAGONIA"	4,198	Ernst	June 11th.
"NICOMEDIA"	4,370	Wagemann	June 21st.
"NUMANTIA"	4,370	Feldtmann	July 14th.
"ARABIA"	4,483	Metzenthin	

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BANCA,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—
From Persian Gulf, &c., ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 28th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by main
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.

All claims must be presented within ten
days of the steamer's arrival here after which
they cannot be recognized.

No claims will be admitted after the goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 21st May, 1906.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Callings at Manila, Timor, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain Powell, will be despatched for the above
Ports, on SATURDAY, the 2nd June, at
Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 30th April, 1906. [514]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG CHOW" and "KWONG TUNG."

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.

Passage Fare—Single Journey \$4
Meals \$1.

Excursions to MACAO every SATURDAY
at 8 P.M., and every SUNDAY at 8.30 A.M.,
returning on SUNDAY at 10 A.M. and 6.30
P.M.

FARES:—1st Class single \$1 with cabin \$3.00,
return \$3; 2nd Class single \$1, return \$1.50.
Breakfast, Tiffin and Dinner \$1.00 each.

The Wharf in Hongkong is nearly in front
of the new Western Market, opposite the old
Harbour Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 22nd May, 1906. [18]

Shipping—Steamer.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"OCEANIC,"

Captain Courlet, will be despatched as above,
on or about MONDAY, the 28th instant.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 21st May, 1906. [11]

Consignees.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"NAMSANG,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 4 P.M. the 23rd instant, will be
landed at Consignees' risk and expense into
Godowns.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 21st May, 1906. [6]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT,"

FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI, SHANGHAI
AND MANILA.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for Countersigna-
ture, and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO., LIMITED,

Agents.

Hongkong, 18th May, 1906. [12]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMOND,"

FROM ANTWERP, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk in the Godowns and/or extra
hazardous Godowns of the Hongkong and Kow-
loon Wharf and Godown Co., Ltd., whence
and/or from the wharves delivery may be
obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods unde-
livered after the 24th instant will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 31st
instant, or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 23rd instant, at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 17th May, 1906. [569]

Intimations.

A WONDERFUL DISCOVERY.

This is the most important discovery of the century,
and one which will revolutionize the science of
medicine. It is the discovery of a new method of
treating all diseases, and it is the discovery of a
new method of curing all diseases. It is the discovery
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WIZARDS OF THE WORLD.

CONJURERS MYSTIFY AN EXPERT
AUDIENCE.

St. George's Hall was the scene of an un-
precedented entertainment, an entertainment
of wizards by wizards.

The "Magic Circle," which is a club con-
sisting of all the leading professional and
amateur conjurers in London, gave its first
"seance," and half a dozen of the leading
wizards of the world performed some of their
latest and most wonderful tricks.

The audience was composed of two or three
hundred of the cleverest amateur conjurers, and
such well-known professional members of the
"Circle" as Messrs. Maskelyne and Devant.

The peculiar interest in the proceedings was
that the wizards on the stage attempted to
mystify the wizards in the auditorium, and in
most instances they succeeded in the difficult
task.

From the moment when Mr. Herbert J.
Collins began the sleight-of-hand "business"
until Mr. Nate Leipsic, the greatest of modern
card palmers, concluded it, the "Circle" of
wizards sat watching with the lynx eyes, trying
with experienced minds to fathom the tricks
with which their wizardly friends were endea-
vouring to mystify them.

Needless to say, the wizards on the stage
never received heartier applause than they
received from their fellow-conjurers, who ap-
preciated many masterly feats of wizardry
which the ordinary audience would have been
unable to fully comprehend.

Mr. Collins' agreeable opening was to take a
large white handkerchief, extract a red one
from a lady's programme, wrap it in the white
one, and then shake the white one out, when the
red handkerchief was, of course, invisible, while
the white one had four red diamonds
dotted in its four quarters.

After making billiard-balls appear from
nowhere in an empty egg-cup standing on a
table, Mr. C. O. Williams placed an empty
glass bowl on a table and shook his hand over
it, when the bowl immediately appeared full of
exquisite flowers. Not a wizard in

THE GOLDEN RIVIERA.

MONTE CARLO: OUTSIDE.

I hate panoramas, prospect, and bird's-eye views. They are the platitudes of nature, meet for the mechanical tourist who sees without seeing. There is an ugly wooden platform on the top of La Californie. It is called The Observatory. In a feeble mood I climbed thither, and sat down on Cannes, Grasse, Nice, and a wide circle of sea and hills. But generalised scenery is tame. It has no personality. This bird's-eye view of lands and seascapes and skylines is only a topographical mob. To see too much is to see nothing.

For those who feed on facts there may be a great pleasure in the gazed eye. But whole-sale sight does not enrich the memory. They are like the dishes at a table d'hôte, morsels flung into the general maw.

PROFESSIONAL BEAUTY.

It is a finer joy to make little moods for yourself in the interstices of customary raptures.

This is not easy on the Riviera, where the whole splendour and tickled charms are worn out with admiration. The Riviera has the self-conscious air of a professional beauty if you gaze at it through the regulation eyes of the tourist.

The Golden of Eilat, for instance, is an elaborate perversion of nature. Its painful artifice recalls the meticulous falsity of the Petit Trianon. On the granite bank of the Cap d'Antibes this succo is inconspicuously glued. It is a Christmas tree landscape. By its zig-zag, arches, niches, crevices, corridors, caves have been constructed so ingeniously that you cannot tell where the plaster ends and nature begins. Nature, indeed, is here unnatural. She wears bunches of piniculus under her hat, and as you turn a corner you surprise her powdering her nose.

But at the very tip of the cape, where the bare grey rocks bite the sea, you sigh with relief.

This is the real thing. Clothed with trivial inventions, you sit down and drink deep of the cold, sharp beauty of wave-washed granite, leaping azure water edged with emerald foam. Here, far away from overblown roses, our blown tulips, and grotesque humanity, with its boots, bags, and umbrellas, you fall into a dream of tears, wondering at the brief grace of your unsought delight. Ah! to prove these parallel lines of soul and sense into infinity—that would be bliss too blessed.

The motor has ruined the main roads of the Riviera for the pedestrian. A walk on the road between Cannes and Monte Carlo is suicide to the unaccustomed. The roads are paved with the wheels of the motor. The long, low moan of the motor desolates every silence and every solitude. Only after rain can you escape the eleventh plague and the eighth deadly sin.

THE GLAMOR OF THE SOUTH.

It had been raining for a day and a night when he hailed a little victoria on the Promenade des Anglais at Nice, and perched the jarvey to drive us for a tour to La Turbie by the Grande Corniche road. I wished to surprise her with new ideas. Margaret Ogilvie, who had been in the Riviera for some time, had been in the Riviera for some time.

In a lonely, sun-drenched silence we crawled up from the blue sea into the blue sky hanging like a curtain behind Mont Gros. A mist of peace shimmered in the hollows of the valleys, and in the hollows of my soul. The olives on the roadsides grew strangely companionable, and even the dirty little huts peeped out the mood of romance. Beyond the Grotto of the Chemins, Villeneuve, and Antibes, the mystery of life shook round it. It sang to us. We looked long and tenderly down upon its glow, more through a veil of tears.

In a trace of recollection we reached La Turbie, the orchestral mountains round us playing aerial music.

AN ANCIENT WORLD.

There between the snowy breasts of the Alps lurks the hidden frontier of Italy, an inter-space of lovely mystery. Here is the Tropea Augusti, erected by the Romans in B.C. 6, to commemorate the subjugation of the Ligurians. A few steps, and we look down upon Monaco and Monte Carlo. It is like looking 1900 years in a moment. The sea and the sky between the Esterel hills and Poudigera hills themselves up in one vast gesture, to embrace the hell of the world. Can hell be so lovely? The silent beauty of these twin townlets wounds me with a bitter rapture. Stainlessly white, they stand like vestal virgins dipping their smiling robes in the violet waves. The heavens rain benedictions of living light while the shimmering waters of the sea and the sky fire broadcast like diamonds in silver.

Monaco is more sharply carved than Monte Carlo. It is boldly cut out on its steep rock against blue sea and sky and dark green trees. The palace of the Prince is romantically clear and keen in its isolated silhouette, its walls and towers plunging violently through the air into the waves, its flag flaunting in the sun. Seaward, the white build of the Prince's palace, the white build of the Prince's palace, the white build of the Prince's palace.

There is no rest in all its splendours. Hotels are huddled on hotels, and in the centre of the story riot the Casino beats its hot brow on its burning pillow. Its towered soul seems to writhe visibly amid the calm serenity of the encircling sea, the brooding sky, and the embracing hills.

Scarcely the Roman ruin looks down upon its golden age. The look of all the ages, and turning away I pluck a blade of grass. It is, in life, but between it and that lovely Golgotha, what a gulf—James Douglas in Morning Leader.

Shipping.

Arrivals.

Empress of China, Br. s.s., 3,046, R. Archibald, 22nd May, 1906, Vancouver, B.C., 30th April, and Shanghai 19th May, Mails and Gen.—C. P. R. Co.

Prinz Heinrich, Ger. s.s., 1,902, P. Gorch, 22nd May, Yokohama 12th May, Mails and Gen.—M. & Co.

Idomeneus, Br. s.s., 4,250, H. Nigh, 22nd May, Singapore 17th May, Gen.—B. & S.

Ceylon, Br. s.s., 2,637, C. F. Lockstone, 22nd May, Yokohama 8th May, Gen.—P. & O. S. N. Co.

Yuensang, Br. s.s., 1,128, F. Mooney, 22nd May, Manila 19th May, Gen.—J. M. & Co.

Kaga Maru, Jap. s.s., 3,906, A. Christensen, 22nd May, Shanghai 19th May, Gen.—N. Y. K.

Rubi, Br. s.s., 1,611, R. W. Almond, 22nd May, Manila 19th May, Gen.—S. T. & Co.

Heimdal, Nor. s.s., 762, T. Johnson, 22nd May, Haiphong 20th May, Gen.—A. R. M.

Nippon, Aust. s.s., 3,090, Tomonovich, 22nd May, Trieste 30th May, Gen.—S. W. & Co.

Telomachus, Br. s.s., 1,350, J. Williamson, 23rd May, Saigon 18th May, Rice and Gen.—Chinese.

Chowin, Ger. s.s., 1,115, W. Möllermann, 21st May, Bangkok 16th May, Rice and Lumber—B. & S.

Tholma, Nor. s.s., 1,700, Jager, 21st May, Hongkong 20th May, Coal—B. & S.

Tsimah, Dut. s.s., 2,740, N. de Broussier, 23rd May, Macassar 14th May, Gen.—J. C. J. L.

Clearances at the Harbour Office.

Colching, for Kwongchowwan.

Lomeneus, for Shanghai.

Wingiang, for Swatow.

Rumay, for Singapore.

Prinz Heinrich, for Singapore.

Chih King, for Swatow.

Arabi, for Moji.

Child, for Swatow.

Heimdal, for Haiphong.

Quarta, for Kobe.

Sulphure, for Haiphong.

Ceylon, for Singapore.

Tartar, for Shanghai.

Taiwan, for Hongkong.

Carl Diederichsen, for Haiphong.

Petchahuri, for Swatow.

Departures.

Tartar, for Vancouver.

Hakata Maru, for Singapore.

Rumay, for Singapore.

Thaka, for Hongkong.

Sulphure, for Haiphong.

Child, for Swatow.

Flint, for Saigon.

Haiphong, for Swatow.

Standard, for Nagasaki.

Prinz Heinrich, for Europe.

Wingiang, for Shanghai.

Chih King, for Tientsin.

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Vessels in Port.

Steamers.

America Maru, Jap. s.s., 3,460, Philip Goins, 15th May, San Francisco 14th April, and Shanghai 12th May, Mails and Gen.—T. K. K.

Anglo Canadian, Br. s.s., 2,680, D. Swan, 20th May, Cardiff 28th May, Ballast—Order.

Anglo Saxon, Br. s.s., 2,671, C. Moore, 20th May, Cardiff 16th May, Coal—Admiralty.

Banca, Br. s.s., 3,794, J. B. Ferguson, 21st May, Bombay and Singapore 15th May, Gen.—P. & O. S. N. Co.

Cairo, Nor. s.s., 1,381, J. Larsen, 19th May, Saigon 14th May, Rice—Aagaard, Thoresen & Co.

Carl Diederichsen, Ger. s.s., 985, H. Schlakier, 21st May, Haiphong 18th May, and Hoihow 21st May, Coals, Figs and Bullocks—J. & Co.

Fooksang, Br. s.s., 1,987, W. E. Sawyer, 15th May, Calcutta 15th May, Coals—J. M. & Co.

Fulham, Br. s.s., 2,766, H. Gow, 10th May, Moji 15th May, Coal—D. & Co., Ltd.

Germania, Ger. s.s., 1,716, H. Lorenzen, 21st May, Bangkok 14th May, Rice—J. & Co.

Hanoi, Fr. s.s., 730, P. Marles, 21st May, Haiphong and Hoihow 17th May, Gen.—A. R. M.

Ilford, Br. s.s., 2,779, J. G. McKechie, 16th May, Moji 15th May, Coal—D. & Co., Ltd.

Kailong, Br. s.s., 982, Finlayson, 18th May, Hoihow 14th May, Sugar—B. & S.

Kiung, Br. s.s., 1,115, W. Jones, 19th May, Canton 18th May, Gen.—B. & S.

Lyemooon, Ger. s.s., 1,925, Th. Lehmann, 18th May, Canton 17th May, Gen.—H. A. L.

Nam Bang, Br. s.s., 2,591, P. H. Renf, 21st May, Calcutta 16th May, via Penang and Singapore 15th May, Gen.—J. M. & Co.

Nanshan, Br. s.s., 1,400, A. Jones, 20th May, Saigon 16th May, Rice and Gen.—B. & Co.

Nihedda, Br. s.s., 2,233, R. Fairley, 19th May, Penang 1st April, Coal—Admiralty.

Norden, Nor. s.s., 1,070, W. Wilhelmsson, 21st May, Moji 14th May, Coal—M. B. K.

Petrarch, Ger. s.s., 1,252, R. Hatje, 21st May, Saigon 17th May, Rice and Gen.—S. W. & Co.

Prometheus, Nor. s.s., 1,023, O. Kornelviser, 22nd May, Moji 15th May, Coal—Aagaard, Thoresen & Co.

Promina, Br. s.s., 746, J. Christiansen, 19th May, Bangkok 12th May, Rice—Order.

Protector, Dan. s.s., 977, Sportberg, 22nd May, Singapore 15th May, Ballast—Order.

Quarta, Ger. s.s., 1,230, Madgen, 19th May, Saigon 15th May, Rice and Fruit—S. W. & Co.

Samien, Ger. s.s., 1,207, Rehwalder, 18th May, Bangkok 8th May, Gen.—B. & S.

Strathmore, Br. s.s., 3,295, King, 20th May, Moji 14th May, Coal—M. B. K.

Taihu, Ger. s.s., 1,065, C. Ueberfeldt, 12th April, Swatow 14th April, Ballast—A. T. Co.

Taiwan, Br. s.s., 1,042, J. A. Martin, 16th May, Bangkok 10th May, Rice—Wing Sing.

Tin How, Br. s.s., 2,200, Kerr, 16th May, Cardiff via Singapore 9th May, Patent Fuel—Order.

Tremont, Am. s.s., 9,605, T. W. Garlick, 18th May, Seattle 9th April, and Manila 14th May, Gen.—D. & Co., Ltd.

Twickenham, Br. s.s., 3,736, E. J. Parker, 21st May, Kuchinozu 15th May, Coal—D. & Co., Ltd.

Wongkoi, Ger. s.s., 1,115, W. Rehn, 21st May, Bangkok 14th May, Rice—M. & Co.

Yangmoo, Korean s.s., 2,456, N. Nagatsen, 22nd May, Kuchinozu 17th May, Coal—M. B. K.

Zweena, Br. s.s., 946, J. Ewart, 22nd May, Samarang 11th May, Sugar—Chinese.

Steamers Expected.

Yessels From Agents Due

Preussen, Singapore, M. & Co., May 24

Kish, Singapore, N. Y. K., May 25

Colonial, Singapore, S. Y. K., May 27

Willehad, Kobe, V. & Co., May 27

Gienek, Singapore, M. & Co., May 27

Palma, Singapore, P. & O., May 27

Mongolia, Japan, P. M. Co., May 28

Taiwan, Kobe, B. & S., May 28

Oceanic, Singapore, M. & Co., May 28

Sanuki Maru, Moji, N. Y. K., May 28

Changshin, Thursday, B. & S., May 31

Japan, Japan, M. & Co., June 3

Waldemar, Sydney, M. & Co., June 5

Nippon Maru, San Francisco, N. Y. K., June 7

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

Samsen, at Kowloon Dock.

Alta, at Kowloon Dock.

Longwood, at Kowloon Dock.

Hud, at Kowloon Dock.

Fooksang, at Kowloon Dock.

Iloilo, at Kowloon Dock.

Lyemooon, at Cosmopolitan Dock.

SHANGHAI.

Glenroy, at Cosmopolitan Dock.

France, at Cosmopolitan Dock.

Samshui, at International Dock.

Two lighters, at do.

Ships Passed The Canal.

3rd April—Bennoh, Loai, Palawan, Prinz Heinrich, St. Bede, 7th April—Nippon, Caladonien, Deucalion, Gaskwar, Prinzess Alice, 11th April—Andalucia, Arabia, Sam-ba, St. George, 17th April—Achilles, Ben-lar, Barmond, Gladius, Hyson, Oceanian, Roan, Voronei, Schuykikh, Nithada, Abolour, Glenstra, St. Egbert, Tishow, 21st April—Bayern, Peshawar, Rikhuu, Salatia, Kivu, Acilia, Hellepolis, Rodera, 25th April—Glenesk, Kish, 28th April—Alcinous, Bar-long, Formosa, Idomeneus, Tonkin, 1st May—Amirba, Palma, Pelau, Pera, Prusinit, Saxonia, Telemachus, Renovon, 5th May—Alas, Benvorich, Oceanian, Voronei, Silenit, (Ger.) Prinz Regent Luitpold, 30th May, Rikhuu, 8th May—Radnorshire, Indram, 12th May—Maine, Neba, Swanley, 12th May—Armad-bele, China, Japan, Java, 15th May—Bend, Dione, Shimoda, Macduff, 18th May—Bingo Maru, Patroclus, Tourane, Neckar, Prinz Eitel Friedrich, 22nd May—Achilles, Baron Balfour.

Arrivals at Home—3rd April—Bechuana, Anisner, Dringavia, Zelim, Indrapura, 7th April—Pothan, Tausan, 11th April—Ping Suet, Rouane, St. Ophack, Banarity, 14th April—Sumatra, 17th April—Prinzess Alice, Sparta, St. Bede, 21st April—Coulidon, Ban-lar, Oceanian, 25th April—Indramaye, 28th April—Achilles, Sambla, 28th April—Nubla, 1st May—Glenstra, St. George, 5th May—Austria, Baralong, Bayern, 8th May—Kas-bara, 12th May—Fleiss, 14th May—Formosa, 15th May—Bennorich, Telemachus, 17th May—Pera, 18th May—Armad-bele, Silenit, (Ger.) Prinz Regent Luitpold.

Post Office.

A Mail will close for—

Kobe—Per Quarta, 24th May, 9 A.M.

Swatow—Per Halman, 24th May, 9 A.M.

Tientsin, Weihaiwei, Chefoo and Tientsin—Per Kowichow, 24th May, 9 A.M.

Batavia, Cherbon, Samarang, Sourabaya and Macassar—Per Tifflong, 24th May, 11 A.M.

Macao—Per Hongshan, 24th May, 2.15 P.M.

Haiphong—Per Hanoi, 25th May, 9 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per America Maru, 25th May, 11 A.M.

Macao—Per Hongshan, 25th May, 12.15 P.M.

Manila—Per Yuensang, 25th May, 3 P.M.

Amoy, Manila, Cebu and Iloilo—Per Kailong, 25th May, 3 P.M.

Shanghai—Per Shanghai, 25th May, 3 P.M.

Ningpo and Shanghai—Per Kailong, 25th May, 3 P.M.

Moji, Kobe, Yokohama, Victoria, B.C., and Tacoma, Wash.—Per Tremont, 26th May, 11 A.M.

Manila—Per Rubi, 26th May, 11 A.M.

Macao—Per Hongshan, 26th May, 12.15 P.M.

Singapore, Penang and Calcutta—Per Fooksang, 26th May, 2 P.M.

Shanghai, Moji, Kobe and Yokohama—Per Tifflong, 26th May, 4 P.M.

Shanghai and Chinkiang—Per Shansi, 28th May, 3 P.M.

Ningpo and Shanghai—Per Yochow, 28th May, 3 P.M.

Manila, Simpsonhafen, F. Wilhelmshafen, Herberstshof, Matupi, Brisbane, Sydney and Melbourne—Per Willehad, 29th May, 10 A.M.

Europe, &c., India, via Taticorin—Per Coladonien, 29th May, 11 A.M.

Singapore, Penang and Calcutta—Per Nam-sang, 29th May, 2 P.M.

Shanghai, Moji, Yokohama, Victoria, B.C., and Seattle, Wash.—Per Kuga Maru, 29th May, 3 P.M.

Manila—Per Taming, 29th May, 3 P.M.

Singapore, Penang and Colombo—Per Sanuki Maru, 29th May, 5 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of China, 30th May, 11 A.M.

Manila, Zambanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Taiwan, 30th May, 3 P.M.

Manila, Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Eastern, 2nd June, 10 A.M.

Manila—Per Zafra, 2nd June, 10 A.M.

Europe, &c., India, via Taticorin—Per Oceano, 2nd June, 11 A.M.

Shanghai, Moji, Kobe, Yokohama and Seattle, Wash.—Per Minnesota, 12th June, 10 A.M.

Europe, &c., India, via Taticorin—Per Salara, 12th June, 11 A.M.

In the event of the arrival of the German Mail from Europe on Thursday next, the office will remain open for one hour only for the delivery of the mail.

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI,
EGYPT, MARSEILLES,
LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "CALEDONIE,"
Captain Gregor, will be despatched for
MARSEILLES on TUESDAY, the 29th
May, at 1 P.M.
This steamer connects at Colombo with the
Australian line s.s. *Nira* bound for Marseilles
via Bombay and Aden.
Passage tickets and through Bills of Lading
issued for above ports.
Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—
S.S. *SALAZIE* 12th June.
S.S. *CALEDONIE* 26th June.
S.S. *TOURANE* 10th July.
S.S. *TOKIN* 24th July.
S.S. *ARMAND BEHIC* 7th August.
G. DE CHAMPEAUX,
Agent.
Hongkong, 15th May, 1906. [11]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"OCEANA,"
Captain W. W. Cooke, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 2nd
June, 1906, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. *China*, 7,912 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer, proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Egypt*,
due in London on the 15th July, 1906.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 15th May, 1906. [12]

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY

WHISKY, FINE MALT

JOHN WALKER & SONS' OLD HIGHLAND

C. P. & CO.'S SPECIAL BLEND

PORT WINE, INVALIDS

DOURO

SHERRY, AMOROSO

LA TORRE

BENEDICTINE, D.O.M.

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905. [43]

ACHEE & CO.

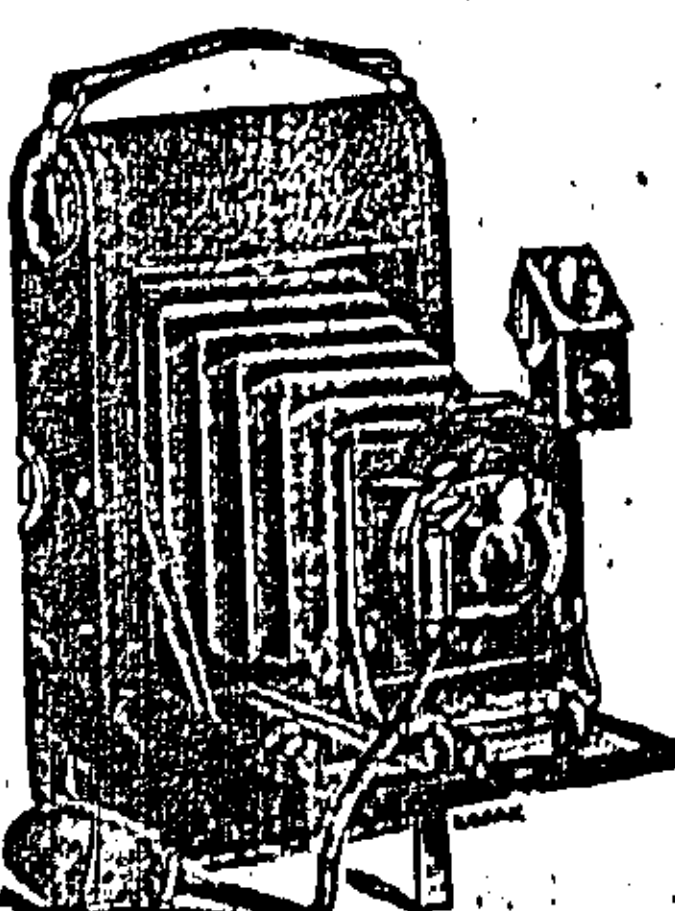
ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.



DEPOT

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.
Hongkong, 15th May, 1906. [40]

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADDOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

Supplied by Messrs. E. S. KADONIE & Co. Connected to moon, later connected to moon									
STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATION	
				RESERVE.	AT WORKING ACCOUNT.				
BANKS.									
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000 \$3,000,000 \$12,735 \$150,000 }	\$1,699,777	{ £1 15/- div. and £1 bonus @ ex. 2/0 9/16 = \$26.87 for 2nd half-year 1905	5 %	{ \$840 sellers London £89.15 \$38	
National Bank of China, Limited	99,925	£7	£5	{ \$1,000,000 \$147,895 }	\$74,099	\$2 (London 3/6) for 1905 .....	...	\$360
MARINE INSURANCES.									
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,000,000 \$147,895 }	\$211,540	\$20 for 1904	5 1/2 %	\$360	
North China Insurance Company, Limited	10,000	£15	£5	{ £100,000 Tls. 100,000 Tls. 50,000 }	Tls. 302,053	Interim div. of 7/6 on account 1905	5 1/2 %	Tls. 87 1/2	
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$2,000,000 £40,000 \$331,131 \$1,153,844 \$69,279 \$800,000 \$61,278 \$15,537 \$1,000,000 \$229,488 \$1,220,928 }	\$2,792,271	Interim div. of 13/6 on 11.5	5 %	\$800	
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$229,488 \$1,220,928 }	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %	\$175	
FIRE INSURANCES.									
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$229,488 \$1,220,928 }	\$344,058	\$6 for 1904	7 %	\$86	
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$229,488 \$1,220,928 }	\$427,618	\$25 for 1904	8 %	\$305	
SHIPPING.									
China and Manila Steamship Company, Limited	20,000	\$35	\$25	{ \$6,000 \$264,638 \$86,941 \$250,000 \$500,000 \$154,331 £120,000 £241,150 £3,999 }	\$6,563	\$1 1/2 for 1905	6 1/2 %	\$22 sales	
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$86,941 \$250,000 \$500,000 \$154,331 £120,000 £241,150 £3,999 }	Nil.	\$3 1/2 for year ended 30.6.1905	8 1/2 %	\$40 buyers	
Hongkong, Canton & Macao Steamboat Co., Ltd. ...	80,000	\$15	\$15	{ \$154,331 £120,000 £241,150 £3,999 }	\$24,080	\$1 for 2nd half-year making \$2 for 1905 ..	8 %	\$25	
Indo-China Steam Navigation Company, Limited ...	60,000	£10	£10	{ £241,150 £3,999 }	£4,435	12/- @ 1/10 = \$6.29 1/2 for 1904	7 %	\$90	
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 20,000 £400,000 £4,144 }	Tls. 23,156	Final Tls. 3 making Tls. 5 for 1905	7 1/2 %	Tls. 62 1/2 buyers	
Do. (Preference)	100,000	£1	£1	{ £4,144 }	£107,815	Final Tls. 14 making Tls. 31 for 1905	4 %	26 1/2	
"Shell" Transport and Trading Company, Limited ..	10,000	\$10	\$10	{ \$65,000 \$24,357 }	\$929	{ \$1.80 } for year ending 30.4.1905	{ 5 1/2 % 4 % }	{ \$33 \$23 }	
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ Tls. 98,000 Tls. 350,479 Tls. 48,000 Tls. 87,200 }	Tls. 13,913	Final of Tls. 2 making Tls. 4 for 1905	9 1/2 %	Tls. 41 buyers	
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 98,000 Tls. 350,479 Tls. 48,000 Tls. 87,200 }	Tls. 13,913	Final of Tls. 2 making Tls. 4 for 1905	9 1/2 %	Tls. 41 buyers	
REFINERIES.									
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$850,000 \$450,000 \$36,129 }	\$40,914	Final of \$15 making \$15 for 1905	15 %	\$165	
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none Tls. 100,000 }	Dr. \$132,588	\$3 for 1897 .....	...	\$25
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ none Tls. 100,000 }	Tls. 3,723	Tls. 24 for year ending 30.9.04 .....	...	Tls. 110 sellers
MINING.									
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £80,000 £26,011 }	£13,355	{ 1/- (No. 6) interim div. for 12 months ending 28.2.06	7 %	Tls. 10.10 buyers	
Central Consolidated Mining Company, Limited	500,000	G \$10	G \$10	{ none £18,110 }	G \$909,050	Final of 50 cents making G \$1 for 1905 ..	7 %	G \$14	
East Australian Gold Mining Company, Limited	50,000	£1	£1	{ £4,873 }	Dr. £8,745	No. 12 of 1/- = 48 cents .....	...	\$3 sales
DOCKS, WHARVES & GODOWNS.									
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$70,000 }	\$8,915	\$2 for 1905	9 %	\$22	
Hongkong & Kowloon Wharf and Godown Co., Ltd. ...	40,000	\$50	\$50	{ \$550,000 \$65,166 \$20,000 }	\$20,040	Final of \$3 1/2 making 16 for 1905	5 1/2 %	\$104	
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ \$50,500 \$188,000 Tls. 1,000,000 Tls. 24,986 Tls. 27,065 Tls. 30,000 }	\$362,232	\$6 for second half-year making \$12 for 1905	7 1/2 %	\$162	
New Amoy Dock Company, Limited	10,000	\$50	\$50	{ \$188,000 Tls. 1,000,000 Tls. 24,986 Tls. 27,065 Tls. 30,000 }	\$2,221	\$1 for 1905	6 1/2 %	\$17 buyers	
Shanghai Dock and Engineering Co., Ltd.	10,000	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 24,986 Tls. 27,065 Tls. 30,000 }	Tls. 34,924	Interim of Tls. 4 for year 1905/6	10 1/2 %	Tls. 116 sales	
Shanghai and Hongkong Wharf Company, Limited ...	12,000	Tls. 100	Tls. 100	{ Tls. 57,065 Tls. 30,000 }	Tls. 57,665	Final of Tls. 8 making Tls. 14 for 1905 ..	6 1/2 %	Tls. 225 buyers	
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ Tls. 30,000 }	Tls. 5,668	Tls. 18 for 1905	8 1/2 %	Tls. 220 buyers	
LANDS, HOTELS & BUILDING.									
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ none \$14,516 }	none	First year	8 %	Tls. 100	
Astor House Hotel Company, Limited (Shanghai) ...	6,000	\$15	\$15	{ none \$14,516 }	\$9,028	\$2 1/2 for year ended 30.6.1905	13 1/2 %	\$31 buyers	
Central Stores, Limited (new issue)	24,000	\$15	\$15	{ none \$14,516 }	\$4,719	{ \$2.40 on \$12 for 1905 .....	...	\$18 buyers
Do. (Founders)	123	\$15	\$15	{ none \$14,516 }	\$4,719	{ 7 % on \$7 1/2 for 1905 .....	...	\$153 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$648,975 \$24,071 \$250,000 Tls. 24,986 Tls. 27,065 Tls. 30,000 }	1619	\$5 for second half-year making \$10 for 1905	7 1/2 %	\$130	
Hongkong Land Investment and Agency Co., Ltd. ...	10,000	\$100	\$100	{ \$24,071 \$250,000 Tls. 24,986 Tls. 27,065 Tls. 30,000 }	\$67,839	Final of \$3 1/2 making \$7 for 1905	6 1/2 %	\$120	
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	{ Tls. 24,986 Tls. 27,065 Tls. 30,000 }	Tls. 7,202	Interim of Tls. 1 for 1905	14 1/2 %	Tls. 17	
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ \$208,386 \$50,000 none }	\$4,699	Final of \$5 making \$10	10 %	\$100	
Humphreys Estate & Finance Company, Limited ...	10,000	\$10	\$10	{ \$50,000 none }	\$5,070	80 cents for 1905	7 %	\$11 1/2	
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none Tls. 909,593 Tls. 170,000 none }	\$574	\$2 1/2 for 1905	6 1/2 %	\$39	
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	{ Tls. 909,593 Tls. 170,000 none }	Tls. 52,194	Final of Tls. 3 making Tls. 6 for 1905	5 %	Tls. 119 sellers	
West Point Building Company, Limited	12,500	\$50	\$50	{ none }	\$772	Final of \$1.90 making \$3.65 for 1905	7 %	\$53	
COTTON MILLS.									
Two Cotton Spinning and Weaving Company, Ltd. ...	15,000	Tls. 50	Tls. 50	{ Tls. 45,939 }	Tls. 100,000	Tls. 8 for year ended 31.10.1905	11 %	Tls. 73 sales	
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$30,000 }	\$23,264	\$1 for the year ending 31.7.05	7 %	\$15	
International Cotton Manufacturing Company, Ltd. ...	10,000	Tls. 75	Tls. 75	{ Tls. 100,000 }	Tls. 18,718	3 % a/c 1898 .....	...	Tls. 65 sellers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none Tls. 18,456 }	Tls. 30,766	Tls. 8 for 1905	11 1/2 %	Tls. 72 buyers	
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 18,456 }	Tls. 35,986	Tls. 25 for 1905	7 1/2 %	Tls. 320 sellers	
MISCELLANEOUS.									
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ none £314 }	\$1,066	\$7 for 1905	7 %	\$100	
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ none \$5,000 }	\$770	1/3 per share for 1904	9 1/2 %	\$78 buyers	
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ none \$5,000 }	\$1,097	\$3 for 1905	9 1/2 %	\$32	
China-Borneo Company, Limited	60,000	\$12	\$12	{ none Tls. 50,000 }	Nil.	\$1 for 1904	12 1/2 %	Tls. 80 sellers	
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000 none }	Tls. 589	Final of Tls. 5 making Tls. 10 for 1905 ..	6 1/2 %	Tls. 110 buyers	
China Light and Power Company, Limited	50,000	\$10	\$10	{ none \$8,000 \$1,581 \$2,864 }	\$1,219	60 cents for year ended 28.2.06	9 %	\$9	
China Provident Loan & Mortgage Company, Ltd. ...	100,000	\$10	\$10	{ \$8,000 \$1,581 \$2,864 }	\$1,581	80 cents for 1905	7 1/2 %	\$16	
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$2,864 }	\$2,864	\$1.20 for year ending 31.7.1905	7 1/2 %	\$29	
Green Island Cement Company, Limited	150,000	\$10	\$10	{ \$500,000 \$186,000 }	\$52,291	\$2 dividend and 50 cents bonus for 1905 ..	8 1/2 %	\$29	
Hall & Holtz, Limited	21,000	\$20	\$20	{ none \$20,893 }	\$20,893	\$2 1/2 for year ending 28.2.05	11 %	\$22 1/2	
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none \$2,568 }	\$2,568	{ \$1.00 65 cents } for 10 months ending 28.2.06 ..	7 1/2 %	\$16 ex div.	
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$50,000 \$180,000 \$3,776 \$5,813 \$88 }	\$2,796	\$15 for year ending 30.1.1904	6 1/2 %	\$235	
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$180,000 \$3,776 \$5,813 \$88 }	\$3,776	Final of \$15 making \$19 for 1905	8 1/2 %	\$240 buyers	
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$61,000 \$2,500 }	\$5,813	\$9 for 1905 on 5 shares	6 1/2 %	\$29	
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ \$2,500 }	\$88	Final of 50 cents making \$1 for the year first interim Tls. 7 1/2 paid 15.3.06 account	11 %	\$9	
Maatschappij tot Mijne, Bosch en Landbouwe- xploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,502 Tls. 27,603 }	Tls. 10,174	None	8 %	Tls. 245 sales	
Phillips & Co., Limited	67,500	\$10	\$10	{ none Tls. 27,603 }	Dr. P. 34,334	{ Tls. 31 final & Tls. 14 bonus making Tls. 8 1/2 1905	6 1/2 %	Tls. 135 buyers	
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 165,000 }	Tls. 11,017	Tls. 6 for 1904	11 %	Tls. 55 sales	
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 45,000 Tls. 37,000 Tls. 8,000 Tls. 24,820 Tls. 25,000 }	Tls. 9,751	Final of Tls. 8 making Tls. 14 for 1905 ..	9 1/2 %	Tls. 150 sellers	
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 8,000 Tls. 24,820 Tls. 25,000 }	Tls. 2,753	Final of Tls. 3 making Tls. 5 for 1905	7 %	Tls. 71 buyers	
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 25,000 }	Tls. 1,452	Final of 37/6 making 52/6 for 1905/6 .....	...	Tls. 410 sellers
Shanghai Waterworks Company, Limited	7,200	£20	£20	{ Tls. 190,000 }	Tls. 85,592	First year	8 1/2 %	Tls. 280 sales	
South China Morning Post, Limited	7,200	£20	£20	{ none Tls. 4,000 }	Dr. \$44,089	None	8 1/2 %	\$20	
Steam Laundry Company, Limited	20,000	\$5	\$5	{ none Tls. 15,205 Tls. 4,000 }	\$1,134	50 cents for year ended 31.5.05	7 1/2 %	Tls. 110	
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,205 Tls. 4,000 }	Tls. 1,012	Interim of Tls. 4 for year 1905/6	9 %	\$9	
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	{ \$4 Tls. 4,000 }	\$551	{ 80 cents } for year ended 31.5.1905	11 %	\$180	
Do. (Founders)	100	\$10	\$10	{ \$300,000 \$25,000 }	\$7,734	Final of 50 cents making \$1, for 1905	7 1/2 %	\$1 ex d. buyers	
Watson, (A. S.) & Co., Limited	92,000	\$10	\$10	{ \$300,000 \$25,000 }	\$7,734	Interim div. of 50 cts. for the year 1905/6 ..	10 %	\$10 sales	
William Powell, Limited	15,000	\$10	\$10	{ \$4,500 }	\$676	...	...	...